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# Sailors Magazine



and SEAMEN'S FRIEND

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THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND, a monthly publication of thirty-two pages, contains the proceedings of the AMERICAN SEAMEN'S FRIEND SOCIETY, and its Branches and Auxiliaries, with notices of the labors of local independent Societies in behalf of seamen, its aim being to present a general view of the history, nature, progress and wants of the SEAMEN'S CAUSE; and commend it to the sympathies, the prayers and the benefactions of the community.

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# SAILORS' <sup>THE</sup> MAGAZINE



## AND SEAMEN'S FRIEND

Vol. 56,

APRIL, 1884.

No. 4.

*From The Popular Science Monthly.*

### SCIENCE AND SAFETY AT SEA.

BY RICHARD A. PROCTOR.

In the autumn of 1879 the steamship *Arizona*, five thousand tons, at that time the swiftest ocean-going steamship in existence, was urging her way, at the rate of some fifteen knots an hour, on the homeward course from New York, whence she had sailed but a day or two before. It was night, and there was a light haze, but of danger from collision with a passing ship there was little or none. The captain and crew knew of no special reason for watchfulness, and the passengers were altogether free from anxiety. Indeed, it so chanced that at a time when, in reality, the most imminent danger threatened every soul on board, many of the saloon-passengers were engaged in purchasing at auction the numbers for the next day's run—runs below three hundred and fifty knots being sold at a very low rate indeed. Suddenly a crash

was heard, the ship's swift progress was stopped, and a few minutes later every one knew that the *Arizona* had run dead upon an enormous iceberg, the spires and pinnacles of which could be seen hanging almost over the ship, and gleaming threateningly in the rays of her mast-head light. But the risk that threatened her living freight was not that of being crushed by falling ice. The bows of the *Arizona* were seen to be slowly sinking, and presently there was a well-marked lurch to starboard. The fore compartment and a smaller side compartment were filling. It was an anxious time for all on board. Many an eye was turned toward the boats, and the more experienced thought of the weary miles which separated them from the nearest land, and of the poor chance that a passing steamer might pick up the *Ari-*

*zona's* boats at sea. Fortunately, the builders of the *Arizona* had done their work faithfully and well. Like another ship of the same line which had been exposed to the same risk, save that her speed was less, and therefore the danger of the shock diminished, the *Arizona*, though crippled, was not sunk. She bore up for St. John's, and her passengers were taken on later by another steamer.

The danger which nearly caused the loss of the *Arizona*—collision with an iceberg—is one to which steamships, and especially swift steamships, are exposed in exceptional degree. Like this danger, also, it is one which renders the duty of careful watching, especially in the night and in times of haze or fog, a most anxious and important care. But, unlike the risk from collision with another ship, the risk from collision with icebergs can not be diminished by any system of side-lights or head-lights or stern-lights, except in just such degree (unfortunately slight) as a powerful light at the foremast-head, aided by strong side-lights or bow-lights, may serve to render the gleam of the treacherous ice discernible somewhat farther ahead. But to a steamship running at the rate of fourteen or fifteen knots an hour, even in the clearest weather, at night, the distance athwart which a low-lying iceberg can be seen, even by the best eyes, is but short. She runs over it before there is time for the watch to make their warning heard, and for the engineers to stop and reverse their engines.

But science, besides extending our senses, provides us with senses other than those we possess naturally. The photographic eyes of science see in the thousandth part

of a second what our eyes, because in so short a time they can receive no distinct impression at all, are unable to see. They may, on the other hand, rest on some faintly luminous object for hours, seeing more and more each moment, where ours would see no more,—perhaps even less,—after the first minute than they had seen in the first second. The spectroscopic eyes of science can analyze for us the substance of self-luminous vapors or of vapors absorbing light, or of liquids, etc., where the natural eyes have no such power of analysis. The sense of feeling, or rather the sense for heat, which Reid originally and properly distinguished as a sixth sense (not to be confounded, as our modern classification of the senses incorrectly confounds it, with the sense of touch), is one which is very limited in its natural range. But science can give us eyes for heat as keen and as widely ranging as the eyes which she gives us for light. It was no idle dream of Edison's, but a thought which one day will be fraught with useful results, that science may hereafter recognize a star by its heat, which the most powerful telescope yet made fails to show by its light. Since that was said, the younger Draper (whose loss followed so quickly and so sadly for science on that of his lamented father) has produced photographic plates showing stars which cannot be seen through the telescope by which those photographs were taken. As yet the delicate heat-measures devised by science have not been applied to astronomical research with any important results. But Edison's and Langley's heat-measures have been used even in this way, and the very failure which attended the employment



of Edison's heat-measurer (the tasimeter, or, literally, the strain-measurer, described shortly before in the *Times*) during the eclipse of 1878 shows how delicate is the heat-estimating sense of science. When the light of the corona,—which has no heat that the thermometer, or even that far more delicate heat-measurer, the thermopile, will recognize—fell on the face of the tasimeter, the index which Edison supposed likely to move just perceptibly actually flew beyond the index-plate. Thus, though the heat of the corona could not be measured, the extreme delicacy of the tasimeter was demonstrated unmistakably. Langley's heat measurer is scarcely less sensitive, and probably more manageable. But in point of fact each instrument is more sensitive than the heat-sense of science is required to be, to do the work I have now to indicate; and an instrument can readily be constructed which shall be, in the right degree, less sensitive than they are, though it might be difficult at present to invent any that should be more sensitive.

The sense of sight is not the only sense affected as an iceberg is approached. There is a sensible lowering of temperature. But to the natural heat-sense this cooling is not so obvious or so readily and quickly appreciated that it could be trusted instead of the outlook of the watch. The heat-sense of science, however, is so much keener that it could indicate the presence of an iceberg at a distance far beyond that over which the keenest eye could detect an iceberg at night; perhaps even an isolated iceberg could be detected when far beyond the range of ordinary eye-sight in the day-time. Not only so, but an instrument like

the thermopile, or the more delicate heat-measurers of Edison and Langley, can readily be made to give automatic notice of its sensations (so to speak). As those who have heard Professor Tyn-dall's lectures any time during the last twenty years know, the index of a scientific heat-measurer moves freely in response either to gain or loss of heat, or, as we should ordinarily say, in response either to heat or cold. An index which thus moves can be made, as by closing or breaking electrical contact, or in other ways, to give very effective indication of the neighborhood of danger. It would be easy to devise half a dozen ways in which a heat-indicator (which is of necessity a cold-indicator), suitably placed in the bows of a ship, could note, as it were, the presence of an iceberg fully a quarter of a mile away, and speak of its sensations much more loudly and effectively than the watch can proclaim the sight of an iceberg when much nearer at hand. The movement of the index could set a fog-horn lustily announcing the approach of danger; could illuminate the ship, if need be, by setting at work the forces necessary for instantaneous electric lighting; could signal the engineers to stop and reverse the engines, or even stop and reverse the engines automatically. Whether so much would be necessary,—whether those among lost Atlantic steamships which have been destroyed, as many have been, by striking upon icebergs, could only have been saved by such rapid automatic measures as these,—may or may not be the case; but that the use of the infinitely keen perception which the sense-organs of science possess for heat and cold would be a feasible way of obtain-

ing much earlier and much more effective notice of danger from icebergs than the best watch can give, no one who knows the powers of science in this direction can doubt.—*London Times*.

*From the New York Evening Post.*

### CURIOUS MARINE RISKS.

DANGEROUS ANIMALS OF THE SEA—WHALES THAT STRIKE SHIPS—  
SUNK BY THE SWORD-FISH—SPEAR AND CUTTLE-FISHES—THE  
OCTOPUS, GARFISH, SHARKS, PHYSALIA.

Among questions recently proposed to a naturalist at a dinner given by some persons interested in insurance matters was:—"How do the dangerous animals of the sea,—that is, those that in any way endanger life or property,—compare in numbers with similar instances on land?" The reply, given at length, elicited curious and interesting facts.

As a rule, man is capable of defending himself on land, and generally has the advantage, but at sea, coping with marine animals of a dangerous character, the case is different. The actual dangers to life and property on the high seas are much more varied and extensive than is generally supposed. As an example of animals whose attacks upon property are extremely common, though rarely chronicled, may be mentioned the sword-fish.

A fisherman informed Fish Commissioner Blackford that his vessel had been struck twenty times by a sword-fish. That these blows are not to be disregarded is shown by the evidence of Prof. Richard Owen, who testified in court to the effect that the sword-fish strikes with the accumulated force of fifteen double-handed hammers. Its velocity being equal to that of a swivel shot, it is as dangerous in its effects as a heavy artillery projectile. This case is perhaps

the only instance in which insurance has been asked for damages done by a sword-fish. It was brought up in the Court of Common Pleas in London. The ship *Dreadnaught*, classed A1 at Lloyd's, having been insured against all risks at sea, sailed from Colombo for London. When several days out the crew in fishing hooked a sword-fish, in itself a very unusual proceeding. The fish, which was of the genus *Xiphias*, our common form of the New England coast, soon broke the line, and leaped from the water a few moments later,—as the sailors thought,—to see the nature of its enemy. It probably took the ship for a whale, and a short time after charged at her with such effect that she sprung aleak. The water gradually gained despite the efforts of the crew, and the ship was finally put back to Colombo, and from there sent to Cochin, where she was hove down, and a round hole found in her bottom running completely through the copper and all the bottom planks. Attacks from such a source were included in sea-risks, and the company professed willingness to pay if it could be shown that a sword-fish did the damage. Hence the suit, in which it was shown by such witnesses as Professor Owen and Frank Buckland that, although this was the



first instance in which a sword-fish had been able to withdraw its sword, they had *lateral* power sufficient to enable them to "wriggle out" of the hole, and on this testimony the ship-owners were paid about \$2,500, the amount claimed.

In this country a similar case has never been brought into court, though accidents are extremely common. The little sloop *Red Hot*, used by Prof. Baird, of the Smithsonian, in the interest of the Fish Commission, was struck and sent to the bottom by a sword-fish; and Prof. G. Browne Goode in his interesting report gives a long list of vessels that have been more or less injured in this way. The Gloucester schooner *Wyoming*, on a trip to the George's Banks, was struck by a sword-fish at night, and with such force that the blow was felt by all on board, the sword penetrating the plank a distance of two feet, where it was broken by the terrible struggles of the fish. The vessel sprang aleak and the men were kept constantly at the pumps to keep her free. The brig *P. M. Tinker* had a similar experience. She was eighteen days out from Rio when the crew felt a jar as if some floating object had struck the vessel, and an examination soon after showed that she had made over ten inches of water. The men were kept steadily at the pumps until off Norfolk, at which port the vessel was put in the dry dock. Here a sword was found broken off below the bends, about sixteen feet abaft the forefoot. The force of this blow was enormous, the weapon penetrating the copper-sheathing, a four-inch plank, then through the timbers about six inches—in all nearly a foot. In many cases the attack of the sword-fish is entirely unprovoked,

but sometimes it is made in revenge or rage. Captain Dyer, a well-known sword-fisherman of New Bedford, struck a fish once off Norman's Land that turned and rushed at the boat, sending its sword through the thick planking into the iron ballast, where it broke sharp off. The most remarkable case, illustrating the force of these fishes, is that of the Plymouth whaler *Fortune*. When she was dry-docked a sword was found that had gone through the copper-sheathing, an inch-board under the sheathing, a three-inch plank of hard-wood, the solid white oak timber twelve inches thick, then through another two-and-a-half-inch hard oak ceiling, and finally into the head of a barrel of oil, where it remained.

The smack *Evergreen* of Mystic was struck off Hatteras by a sword-fish and began to leak so badly that they were obliged to ask another vessel to stand by, and keep away for Charleston. When the vessel was laid down, the sword was found to have penetrated planking, timber, and ceiling, so that an entire plank had to be taken out before she could proceed on her voyage. In fact, a large volume could be filled with similar accounts, tending to show that the sword-fish is an enemy to be respected.

The risk from whales is a no inconsiderable one to owners of vessels, and it is rare that an old whaler can be found that has not been damaged by them in some way, either by the loss of men or boats. A few months ago a report went the rounds of the press to the effect that a large vessel had been struck by a whale and nearly wrecked. Captain Samuel Littlefield, of Ogonquit, Me., when sailing from the South

American continent to the north, was either struck by a whale or the schooner (a three-master) ran upon it. The shock was so great that the men were thrown upon the deck, the foretopmast carried away by the board, and part of the cutwater broken off, occasioning such a leak that the men were kept at the pumps to keep her afloat. Immediately after the collision the whale appeared at the surface, leaping into the air, rolling over and over, and in many ways showing that it had also been severely injured.

The most tragic case of this kind, however, was that of the ship *Essex*. The boats had fastened to a whale in the Pacific, and one of them being injured had returned to the ship for repairs. The men were hardly aboard when a sperm whale, nearly ninety feet long, came up near the bow, and a few minutes later struck the ship with a terrific crash, head on, just forward the chains. The whale swam off, lashing the water into foam. A few moments later it began to dart about as if in search of its antagonist. The ship was already settling by the bow, and all hands were at the pumps, when one of the men observed the whale coming again, and a moment later it struck a terrible blow, completely staving her in, so that in ten minutes from the first collision the *Essex* was on her side, sinking. The crew took to the boats and endured incredible hardships before they made the island known as the Ducils, in latitude  $24^{\circ} 40'$  south, longitude  $124^{\circ} 40'$  west. From here part of them sailed in open boats, intending to reach Juan Fernandez, two thousand miles away. They drifted about for a long time, finally resorting

to cannibalism, by which means three men were preserved until finally picked up by an English ship. In southern waters the incidental dangers to mariners are not a few. Among those that menace individuals may be mentioned the *physalia*, a beautiful bubble with tentacles sometimes 100 feet long, armed with darts of the most poisonous nature, by which human beings have been killed.

In some of the Pacific islands the garfish is looked upon as a decided enemy by the inhabitants. They lie at the surface of the water, and when alarmed dart out of their native element and skip away, now out, and now in, in blind fear, striking boat or man that happens to stand in the way. These gars are three or four feet in length, with long sharp bills, and have been known to pass entirely through a canoe and to pierce natives that were wading over the reef, inflicting dangerous or fatal wounds.

The gigantic *Cephalopods* may well be regarded as enemies to be dreaded. Professor Verrill, instructor in zoölogy at Yale College, quotes B. H. Révoil, as saying that when he was in the neighborhood of the Lucayes Islands, his ship was attacked by a gigantic cuttle-fish that stretched out its enormous arms and seized two of the crew, dragging them into the water, and making off only when attacked and its tentacles severed by an ax in the hands of the helmsman, who rushed to the rescue of his companions.

Adventures with these animals have been chronicled nearer home. Two fishermen were out in a small boat off Portugal Cove, Conception Bay, about nine miles from



St. Johns, New Foundland, when they saw some curious object floating upon the water near at hand. Supposing it to be a mass of wreckage, they pulled close up to it and struck it with an oar or gaff. "Immediately it showed signs of life, reared a parrot-like beak, which they declared was as big as a six-gallon keg, with which it struck the bottom of the boat violently. It then shot out from its head two huge livid arms, and began to twine them about the boat. One of the men seized a small axe and severed both arms as they lay over the gunwale, whereupon the creature moved off, ejecting an enormous quantity of black ink. The men saw it a short time later and declared that it was over sixty feet long and five feet in diameter. One of the arms was afterward brought ashore and found to be nineteen feet in length." Numerous other cases have been recorded on the New-

foundland coast, where these great animals have attacked boats.

Probably the shark is dreaded more than any other sea animal, yet the casualties from this source are comparatively few, and the cases where this fish boldly attacks the swimmer are infrequent; that sharks are cowardly when numbers of persons are about, the writer can aver, having often dived into the water with others, in the South, where a few moments before large thirteen-foot sharks were seen swimming by. In the Pacific and Australian waters accidents are sometimes heard of, and a shark taken from the latter locality measured thirty-six and one-half feet; its jaws are now in the cabinet of the British Museum, and would easily take in a man entire. One of these monsters examined by Bennett, the naturalist, at Botany Bay, had nearly an entire horse in its capacious stomach. C. F. H.

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*For the Sailors' Magazine.*

### CAPTURE OF A SHARK.

We had been sailing on the broad Pacific for many days out of sight of land. All these days, without change of sail, we had been driven forward by the steady push of the north-east trade wind, one of those mighty rivers of air with which God has encircled the earth for our health, and help, and comfort. We had seen many of the wonders of the deep. The whale had spouted in the near distance, and by his bulk had made the waves seem almost small. Schools of porpoises and black fish had played around the ship, and the flying fish had dart-

ed off from the crests of the waves in countless numbers. We had even captured a large dolphin, and in admiring silence had watched the unrivaled beauty of his rain-bow coat of many colors, made more beautiful in the changing lights and shades of his death agony. We had dipped up with a bucket the tiny form of the floating jelly-fish and marvelled at the delicate structure that could withstand even the terrible fury of an ocean storm. But we had not seen a shark. As we drew near to the equator the trade-wind gradually lessened in power and finally ceased. We had reached the regions of uncertainty,—the

doldrums,—the rainy squalls and heavy thunder storms of the equatorial region. After two days of storm, and wind, and rain, the sun came out with burning heat from a cloudless sky. As the morning breeze died away the sea became smooth like glass, but still there remained the long, slow, heavy roll of the billows of the Pacific Ocean. In a little while the ship lost its headway, and refusing to obey the helm fell off into the trough of the sea, and began that slow, heavy roll that tires mind and heart with its deadening sea-sick motion. We crawled away into the shadow of the great sail, and too oppressed and deadened even for thought, half-dozed and gazed dreamily off over the bulwarks upon the shining surface of the ocean.

But we are suddenly roused from our dreams by a cry that rings out sharp and clear into the almost absolute silence of the becalmed ship. Could we believe our ears? Yes, for the cry is repeated, over and over, as one and another going to the side of the ship straightway cries out, "Shark!" We sprang to our feet and rushing to the side of the ship leaned over the bulwark and watched. We looked steadily down into the sea for a few minutes, and then out from under the shadow of the ship swam the shark. Through the ripple of the surface of the sea he appeared twice as large as he really was. We watched with eager interest the preparations that were being made for his capture, for we had thoroughly entered into the sailor's feelings of hostility to this dreaded fish. Nothing pleases Jack more than during a calm to capture one of them. The sailors have a superstition that has passed into

one of the proverbs of the sea in the words, "Catch a shark, catch a breeze." But besides this, the sailor and the shark are sworn foes. Ever ready the fish waits, lurking under the ship, to seize upon the sailor who may accidentally fall overboard. But there is even deadlier enmity than that produced by this waiting and lurking. The sailor who escapes the wreck, to toil for days in the small boat seeking land, can never forget the malignant pursuit, as day after day the shark persistently followed their boat, apparently hoping for their failure and death. No greater term of reproach can the seaman give to one who may be trying to cheat or rob him, than to call him *a shark*.

But while we have been listening to all this from the captain, the mate and sailors have prepared for the capture. They have brought to the stern of the ship a chain three feet long with a large hook attached. They fasten a half-inch rope to the chain, and put upon the hook a chunk of pork of about two pounds. Overboard they throw hook and bait, and as we watch we see the shark swim lazily out from under the ship towards the bait. As he nears the bait he makes a quick movement forward, and as he seizes the hook rolls over, showing the under side of his body. If he had seized an arm or leg, that powerful grip of the jaw and roll of his heavy body would at once have torn them off, for the shark depends not on the sharpness of his teeth to bite off an arm, but on the roll of his body to tear it off. This time he has not found a welcome dinner, but a powerful hook that has pierced his jaw. In vain he struggles against his doom. Two stout



sailors haul in the rope hand over hand. When his head is nearly up to the ship's rail they stop, and the mate slipping a rope noose around their rope drops it down over the shark's head and over the body, and tightens it near the tail. Now the sailors pull quickly on both ropes, and over the rail comes the shark, falling with a heavy thud upon the deck. We shiver as we look into that glassy eye, and see the gaping mouth and rows of glistening teeth, and are intensely glad that we meet on the deck of the ship, and not in the waves of the sea. As he sweeps the deck with his muscular tail, we realize the strength that is contained in that body stretching along the deck over six feet in length. The sailor cautiously avoids the sweeping blow of the tail, as with an axe he severs it from the body. Then with repeated blows he cuts off the head, and with sharpened knife opens the stomach. It is empty and we feel just one single throb of pity, as we realize that desperate hunger drives the shark to his deeds of cruelty. But our pity disappears as the captain tells how once on a voyage a child fell overboard and was lost, and then that the next day in the stomach of the shark they caught, they found the hand and arm of the child, with the little gold bracelet still on the wrist.

We draw near to the dismembered body to scrutinize more eagerly the cruel mouth and prepare to ask more questions, but the captain cuts us short with the cry, "The breeze," and points to where full three miles off a dark line shows on the bright surface of the sea. "Throw him overboard and wash the decks," is the captain's order to the sailors, and

as they obey him we see the marvelous tenacity of life with which the shark is gifted. It is seventeen minutes by the watch since his head was cut off, but when the sailor puts the severed tail into the jaws of the severed head the jaws close tightly, and cling to the tail while the sailor lifts them both up together and drops them overboard. Our sails fill and the good ship bears now steadily on across the waves. We sit again in the shadow and enjoy the cooling breeze.

And while we are borne on we think of Him who once walked the waves that were formed by His own word. He seems to speak to us lessons for life's guidance, drawn from these experiences of the sea. So long as we breasted the wave and the favoring breeze filled the sail, no fin of shark cleft the waters at our side, but straightway when we lay still and were drifting in the calm the fish swam hither and thither, around and under the ship, seeking his prey. So long as by prayer we catch the favoring breezes of heaven, so long as by earnest effort we keep the sails set and full, so long as we press onward towards the harbor, we sail away from many a powerful evil and strong temptation. It is when we have lost the breeze and are fallen into the calm of idleness, self-indulgence or despair, that the sharks of evil gather and surround us with fearful possibilities of danger and death. Look to heaven, then, for the helping breeze and keep the sails full!

V. A. L.

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"EXCEPT A MAN BE BORN AGAIN, he cannot see the kingdom of God!"

*John iii, 3.*

## REST IN THE LORD.

Is there storm in the cloud, is there gloom in the sky?  
 O rest in the Lord, till the tempest pass by!  
 He is pledged to defend thee, His might is thy shield,—  
 Trust all to the love in thy Savior revealed.

Is the path of thy feet thick with brier and thorn?  
 Do hindrances meet thee at eve and at morn?  
 And oft art thou weary, as oft art dismayed,  
 O rest in the Lord, nor be weakly afraid.

Surely, all things together shall work for thy good,  
 Among them, the things that are least understood,  
 The losses, the crosses, the griefs, and the cares,—  
 And the pain, blessed thought, that the Lord with thee shares.

O rest in the Lord, wherefore struggle in vain,  
 And fret like a captive who tugs at a chain;  
 'Tis resting, not toiling, He gives thee to-day,  
 'Tis waiting, not weeping, O hear and obey.

Dear child of thy Father in heaven be sure,  
 Whatever He sends, He will help thee endure;  
 And in the hereafter thine eyes shall behold  
 Himself in the light of the city of gold.

Then, sight shall be thine, where to-day thou hast faith  
 And fulness of vision, for so the word saith;  
 But O, 'tis so sweet, here to trust to His love;  
 What wisdom may reckon the treasure above!

*Margaret E. Sangster.*

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*From the New York Independent.*

## THE HYGIENE OF THE SEA.

It seems quite natural for us to look upon the sea as free from many of the risks to health which we find upon the land. Surely the ocean is well ventilated, and pure air is half of a man's physical life. Yet it has so happened that some of the severest epidemics have raged upon the sea. Of old scurvy was as much a terror as any plague upon the land. Any one who has read the story of "Lord Anson's Voyage Round the World," a little over one hundred years ago, can form some idea of its ravages. Here is one selec-

tion:—"Soon after passing straits Le Maire, the scurvy began to make its appearance amongst us; and our long continuance at sea, the fatigue we underwent, and the various disappointments we met with, had occasioned its spreading to such a degree, that, at the latter end of April, there were but few on board who were not in some degree afflicted with it; and in that month no less than forty-three died of it on board the *Centurion*. But, though we thought the distemper had then risen to an extraordinary height,



and were willing to hope that, as we advanced to the northward, its malignity would abate, yet we found, to the contrary, that, in the month of May, we lost nearly double that number; and as we did not get to land till the middle of June, the mortality went on increasing, and the disease extended itself so prodigiously that, after the loss of 200 men, we could not at last muster more than six foremast men in a watch, capable of duty." So frequent were such experiences that the efficiency of the British Navy was imperiled thereby. The mastery over this disease was one of the early triumphs of sanitary science. It proved to be nothing more nor less than an error of dietetic management, and to be preventible and sometimes curable by a free use of vegetables and vegetable acids. But, while this disease no longer prevails, ship life is not a healthy life. The stories of the fore-castle are too true. The provisions for food and rest and for cleanliness are often so meager as to aid in making the average life of the sailor very short. In emigrant ships the herding of human beings has reached such an extreme that law has had to interfere and limit the number of passengers. But this does not wholly mend matters. On a steamship which carries steerage passengers one may yet see such defects in care, such unwholesome provision of food, and such general neglect as cause most insubstantial condition. There can be no doubt that, when an infectious disease occurs on shipboard, it is apt to be rendered more virulent by the surroundings. There are many good authorities that still believe yellow fever to be a disease brought from the coast of Africa, and made more virulent in an

ocean voyage. There are some facts as to its first occurrences in the West India Islands, which seem strongly to support this view. While the length of the voyage is much shortened, the great increase of traffic has more than counterbalanced this. For this very reason we are now exposed to all the pestilences of the known world. Cholera in Egypt is an occasion for anxiety; and the rags in cargo from Italy may cause an outbreak of fever in an inland paper mill a few days after their arrival. Indeed, there is now no more important study in the line of Hygiene than to settle just what are the methods to be used as to persons and things arriving from foreign ports. The plan initiated by the National Board of Health, of having notification from consuls in foreign ports as to the sailing of vessels from infected localities, has proved of essential service. There should certainly be sanitary inspectors, whose duty it should be to examine every vessel clearing for a foreign port, and also to make full inspection of the sanitary condition so soon as they are reached by a pilot-boat. The examination of the Quarantine officer, while it may generally assure as to the presence or absence of communicable disease, does not at all assure as to the sanitary condition of vessels. It has always been found that seaports are, especially, the foci from which pestilences are spread. Emigrants now move so rapidly over large spaces of territory, carrying the seeds of disease, that it is liable to have many points of outbreak. Those who have studied the facts for the last five or six years, are very anxious that a system be inaugurated which shall secure, both to our steam and merchant ves-

sels, improved sanitary conditions. This can never be until either the general Government or each State devises a system by which full and thorough examination can be secured, and disinfection when needed be carried on in a skilled manner. It is noticeable that the European governments are taking unusual precautions, and have not ceased their inquiries because of the cessation of the cholera in Egypt. Every apprehension of

Europe, as to this disease, must needs be shared by this country. We hope that New York, Boston and other seaports, will see to it that there is full anticipation of the possibilities of the coming Summer. But better than this would it be if a more constant vigilance could be maintained over all ocean transportation, so that both immigrants and baggage could be landed without so much peril to the public health.

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### THE OILED OCEAN.

The patented system by which Mr. SHIELDS, of Perth, smoothes the broken surface of the sea is at the present moment being put upon its trials at the entrance to Folkestone Harbor. The Chairman and Directors of the South Eastern Railway Company have granted the use of their pier to Mr. Shields for his experiments. On the eastern side of the pier, where the entrance to the harbor is situated, a leaden pipe a thousand feet in length, has already been laid along the bottom of the sea. The pipe is furnished with a series of iron branches about two feet in length and some seventy feet apart. Each branch terminates in a valve and a brass rose like that of a watering-pot. The main leaden pipe is connected at its shore end with a force-pump placed on the pier. By means of the force-pump oil is driven through the leaden pipe and out of the small perforations in the roses. The oil then rises in minute globules to the surface and rapidly spreads over a wide area. On Monday morning a brisk easterly breeze and a strong tide made it rough enough to cause some

hesitation as to sending the patentee's steam barge out of the harbor. For the first time, therefore, the virtues of the apparatus were tested. Some fifteen or twenty gallons of the cheapest rock oil (6d. per gallon) were speedily pumped into the troubled waters. The effect was magical. In half an hour there was not a sign of broken water between the pier head and Copt Point. The barge came off to the western side of the pier in smooth water. A curious fact was the permanence of the result obtained. Though a very strong tide was running to the eastward, yet this small quantity of oil kept its original position for fully two hours. Mr. Shields is now laying down a shorter length of pipe (460 yards) to the westward of the pier, where the force of the waves is much greater. Experiments will then be tried on a large scale on the next occasion that heavy gales visit the coast. The mortar and oil shells, which are also inventions of Mr. Shields, are ready on the pier for this opportunity. If oil can "make them of a cheerful countenance," those who face the horrors of the Chan-



nel passage ought to feel their spirits revive at this intelligence.  
—*Pall Mall Gazette*.

There has been considerable controversy in shipping circles recently with regard to the effect of using "oil on troubled waters," as a preventive of disasters at sea. Many seafaring men contend that practical experience has convinced them of the good effect of oil in preventing mountainous seas from breaking over their vessels and doing great damage. Captain G. OLSEN, commanding the bark *Ovos*, is the latest advocate of using oil in a heavy sea. He says that for many years he has "used oil often with good results, and I am fully assured that there is no remedy so effective in preventing the sea from breaking down a vessel when it is used in a proper manner. Oil so used will not create a smooth sea around the ship, but the oil is, as every sailor knows, not used for that purpose; instead, it is to prevent a vessel's being destroyed or broken down by those giants, the waves. In this the oil is a never-failing agent. I am certain it would pay both ship-owners and insurance companies well if every vessel carried a barrel of oil for that purpose on a voyage from America to Europe or vice versa. A barrel of oil does not cost as much as new bulwarks and stanchions, and far less than a ship and its crew." If oil has this effect, as Captain Olsen testifies, it is surprising that those most interested in shipping have not taken steps to advocate or establish rules looking to its general use in tempests or hurricanes at sea. It is certainly inexpensive as compared with the yearly record of disasters, and much has already been accomplished by its use in

quelling the surf at the mouths of harbors. Experiments made in Great Britain the past year were found successful in breaking the force of the waves rolling into harbor, and the experiments made upon the Massachusetts coast which proved unfavorable should not deter further experiments.—*N. Y. Tribune*.

WM. J. CARD, captain of the coasting schooner *Turban*, reports some interesting particulars of his use of oil to break the force of waves, on a voyage from North Carolina to Nova Scotia, in September last. The vessel ran into a gale, which blew up a heavy sea, the fury of which was increased by a cross sea, caused by a hurricane that prevailed for some days to the southward of the vessel's position. The schooner, by reason of her deep loading, was completely at the mercy of the seas, which broke over her with terrific force. Capt. Card stationed a man in the bow of the schooner and directed him to throw over from a small oil-can a little oil at the approach of every "comber." At first petroleum burning oil was used, and while this had some effect, it was not heavy enough to thoroughly break the wave, and linseed oil,—some ten gallons of which had been laid in for painting purposes,—was then employed. The result was in every way satisfactory. Capt. Card says that without the use of the oil the vessel could not have lived out the gale,—the effect of the oil having been to level the comb of the wave and prevent its breaking over the vessel.

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"EXCEPT YE REPENT, ye shall all likewise perish!"

*Luke xiii. 3.*

### What is "A Sea?"

The General Term of the Superior Court has reversed the judgment of the lower court in the case of Charles Snowden and another against William H. Guion and others, and ordered a new trial. Mr. Snowden secured a verdict for damages done to cattle which he had shipped by the Guion Steamship Line; of these 156 were killed or maimed in a heavy storm which prevailed between February 14th and March 2nd, 1883. Mr. Snowden brought the suit upon a policy of marine insurance against the loss of cattle shipped on the steamship. The case involved a construction of the phrase "directly by a sea," which was contained in this provision in the policy:—"Liable only for loss of animal or animals caused directly by a sea, stranding, sinking, burning, or collision," etc. The animals had been injured by being thrown from their stalls through the pitching of the vessel. Chief Justice Sedgwick, who writes the opinion reversing the judgment which Mr. Snowden secured, says:—

The parties meant by a peril of "a sea" not a peril of the sea that might be in the winds as well as in the water, but a risk connected with a movement of the water of the sea. As it was described as a or one sea, the intention was to designate some part of the water, for example a wave, of which there might be several, each of which would be a different object from the general body of water, and would involve its peculiar or characteristic risk. A sea in the sense of a general agitation of the water or waves was not meant, because that is a collective term embracing many waves, and

it ceases to be applicable when the individual waves which compose it are intended to be designated. A loss could not occur from the particular waves considered collectively, but only from their proper individual effects. I do not mean that the parties confined themselves to a wave specifically, but they intended a definite and separate part of the general body of water and a risk that would be peculiar to that, and a loss that might be definitely traced from that. . . . In this particular case the ordinary motion of a vessel would be likely to throw animals down and lessen their value or endanger their lives. . . . A loss that follows the direct action upon animals of a sea shipped would as practically as possible distribute between the parties the risks each would be likely and willing to take. . . . There was some evidence tending to show that some of the cattle died from want of air, the hatches having been battened down. None of the cattle suffered injury from the direct action of the water upon them. There was no evidence that any water reached them. I am of the opinion that the general tossing and laboring of the steamer which caused the injury to the animals was not the result of a sea, in the sense of the policy, but of the general commotion of the sea and of the winds, and that for these reasons the defendants were not liable for the loss on the evidence as given.—*Tribune*.

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### Life in a Lighthouse.

The most important duty of the keeper of a lighthouse is to keep the lamp burning at night, at any rate. This may sometimes require great self-sacrifice, as appears from



this record in the *New York Times*.

Job Smith, assistant keeper of the Highland Lighthouse, had a narrow escape from a terrible death recently. The "twin lights" of the Highlands are situated in two towers on either end of a large, castle-shaped building on the highest hill of the Highlands of Navesink, N. J., overlooking the Shrewsbury River and Atlantic Ocean.

Alone in the building on his weekly tour of duty, Keeper Smith was compelled to remain in the house day and night, as the heavy snows made it impracticable for him to reach his home in the lowlands below, in the daytime.

The lard oil which is used in the great lanterns of the Fresnel lights is easily chilled, and, the night being intensely cold, it was necessary to apply heat to the pipes through which the oil passes from the tank below to the towers where the lights are situated.

For this purpose Keeper Smith used an ordinary alcohol flambeau. Standing directly underneath the large lantern in the tower on the south end, the keeper held the flambeau above his head.

From some cause not known, the top of the alcohol-holder became detached, and the fluid, igniting, poured in a burning stream of fire down upon his head.

Maddened with pain and blinded by the burning oil, Mr. Smith groped his way down the narrow stairway in the tower to the building below, and succeeding in finding the ponderous door, which was unlocked, he rushed from the building, enveloped in flames.

His position for a time was perilous in the extreme, but plunging himself in the deep snow he succeeded in extinguishing the flames.

Notwithstanding the unfortu-

nate man's beard and hair were singed and his clothing scorched and his face and hands shockingly burned, the brave fellow again entered the lighthouse building, warmed the oil, and climbing both towers lighted the great lanterns that warn the mariner from the treacherous beach.

Nursing his terrible wounds, Smith watched the lights until daybreak, when he managed to signal assistance from the village below. The head keeper then took Smith's place, and the suffering man was carried to his home in the lowlands and medical aid summoned. Smith is marked for life.

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### Two New Lighthouses.

The Phoenix Iron Company, of Trenton, N. J., received a Government contract in August last for the construction of two lighthouses, to be located, one at Cape St. Blas and the other at Sanibel Island. These places are near each other on the gulf side of the Florida coast. The work of building the houses was commenced about the first of September, and they are now nearly finished. They are iron skeleton structures, painted red, and they tower in the air 108 feet. Each is surmounted by a parapet and a lantern, accessible from below by a spiral stairway inclosed in a cast-iron cylinder. These stairways are in two flights. The parapets are circular, and the lanterns ten-sided. The latter are of brass, covered with copper, which adds to their durability. The buildings from their bases to the centre of the lights are 96 feet  $7\frac{1}{4}$  inches high. The dimensions above stated mean the whole height of the buildings from their bases to the tops of the pinnacles. The structures weigh 145,000 pounds

each. When they reach their destination they will be placed upon circular foundation disks anchored to concrete foundations. The Phoenix Company are also building two dwellings for the keepers of the houses. The structures are all to be connected when located. The finishing touches are now being put upon them, as by the terms of the contract they must be done by the first of April. The Government superintends the shipping of the buildings, the usual method, when they are constructed here, being to first have them taken to New York, and in that city placed on vessels provided for the purpose of carrying them to their destination.—*New Jersey Paper*.

### A Knot He Could Not Tie.

A young man who said his name was Charles Wilson entered the Sailors' Home in Cherry street (New York) yesterday, and, handing a letter to Superintendent ALEXANDER, begged for relief. His face was sorrowful, his clothes were seedy and his tale was pitiful. He said he was a sailor and that a few months ago rheumatic pains destroyed the nimbleness of his legs and constrained him to become a land lubber. His last dollar had been spent a week ago, and by the advice of a policeman and the AMERICAN SEAMEN'S FRIEND SOCIETY, who furnished him with a letter of introduction, he had come for help to the Sailors' Home.

Mr. Alexander studied the letter in thoughtful silence. At last he raised his head and said quietly,—“You're an able seaman are you? Well, tell me what part of the deadeye would you have your lanyard knot on the starboard rigging?” The distressed mariner

scratched his head with his right hand, rubbed his rheumatic knee with his left hand, and, after a long examination of his boots, blurted out a torrent of nautical gibberish that seemed to be a catalogue of the principal parts in a ship. There was a dangerous gleam in the superintendent's eyes, but he let the able seaman exhaust his eloquence. Then, pointing to the door, he exclaimed,—“Get away out of this, or I'll—.” But, at the first word the luckless mariner had rushed in terror from the room.—*N. Y. Herald*.

### An Objector Answered.

“I don't like so much talk about religion,” said a rude stranger in a city boarding-house to a lady opposite, who had been answering some questions with regard to a sermon to which she had been listening. “I don't like it. It's something that nobody likes. It's opposed to every thing pleasant in the world. It ties a man up hand and foot. It takes away his liberty; *and it isn't natural*,”

“O, no!” answered the lady, “it isn't natural. We have the best authority for saying so. ‘The *natural* man receiveth not the things of the Spirit of God, neither *can* he know them, for they are *spiritually discerned*.’ True religion is rowing up stream; it is sailing against wind and tide.”

A pause for a few moments followed: then the stranger began again,—

“People who speak and think so much about religion are queer, anyhow. I wish they could only know how people speak and think about them; nobody likes them, for they are like nobody; they are so very peculiar.”

“Allow me to interrupt you



again, sir," said the lady; "but I am so impressed with the manner in which your language accords with Bible language that I shall have to introduce another quotation from the blessed book. 'Ye are a chosen generation, a royal priesthood, a *peculiar* people.'"

"Does the Bible say they are peculiar, then? That's odd. That book, somehow, has got a dose for everybody. Yet, ma'm, you must allow that the commands that book lays upon us poor sinners are hard. It's thou shalt not, and thou shalt not, all the time. Why, its precepts and views of things are not only systematic tyranny, but they are narrow, very narrow."

"Yes," replied the lady, "they are narrow, for the Bible says they are. 'Straight is the gate, and *narrow* is the way that leads to life.' We have to struggle hard to keep in this narrow way, if we once get in it. It is too narrow for pride, worldliness, and sloth. It is too narrow for the service of two masters. It is too *narrow* for covetousness, envy, and all other evil passions. Hatred can find no place for so much as the sole of its foot in the narrow way. Good deeds, kind words, faith, hope and charity, occupy all the ground, and will continue to hold it to the end."

The stranger listened surprised and annoyed, and at last arose and left the room, apparently a more thoughtful, if not a better man.—*American Messenger*.

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### Good Words by Martin Luther.

"O Lord Jesus, thou art my righteousness; I am thy sin. Thou hast taken all that belonged to me,

and given me all that belonged to thee."

"You say with Israel, 'Peace, peace,' and there is no peace. Say rather with Christ, 'The cross, the cross,' and there will be no cross. For the cross ceases to be a cross when we can say with love, 'O blessed cross, there is no word like thine!'"

"Wherefore these words, '*which loveth me*,' are full of faith. And he who can utter this word '*me*,' and apply it to himself with a true and constant faith, as Paul did, shall be a great disputer with Paul against the law."

"For He delivered neither sheep, ox, gold, nor silver, but even God himself, entirely and wholly, 'for me;' even '*for me*,' I say, a miserable and wretched sinner."

"We are not justified by good works. But having been justified by faith, we shall do good works."

"If Moses comes to judge me I will motion him away, in God's name, and say, 'Here stands Christ.' And, at the Last Day, Moses will look on me and say, 'Thou hast understood me aright.' And he will be gracious to me."

"The sweetness of the gospel lies mostly in its personal pronouns, as *me*, *my*, *thy*. 'Who loved *me*. and gave Himself for *me*.' Christ Jesus *my* Lord.' 'Son, be of good cheer; *thy* sins are forgiven thee.'"

"The Lord hath touched me sorely, and I have been impatient. But God knoweth better than we ourselves whereto it serveth. Our Lord God doeth like a printer who setteth his types backwards: we see and feel well his setting, but we shall see the print yonder in the life to come. In the meantime we must have patience."—*(On the death of his daughter.)*

### The Professor's Story.

When I was at college one of our professors, at one of the meetings at his house, told us how it was he became a Christian. It was as follows:—

“When I became a college student I was indifferent to religion. My father was a godly man, and the subject of religion was the only one on which we did not agree. It grieved him to find me so indifferent to what he felt and knew to be of supreme importance.

“I was a steady, hard-working, and successful student. I used to pursue my studies with ardor all the week, and especially on Sundays, as then there were no college classes to interrupt my continuous attention to my books.

“While I was going on thus ‘without God in the world,’ a lady gave me a little book called ‘The Test of Truth.’ I read it, and it put the subject of religion to me thus:—God says in the Bible,—‘Ask, and it shall be given you; seek, and ye shall find; knock, and it shall be opened unto you. If ye then, being evil, know how to give good gifts unto your children; how much more shall your heavenly Father give the Holy Spirit to

them that ask Him?’ Now, is this true? Try it, and see. Ask God to give you the Holy Spirit to renew, enlighten, strengthen, and guide you; and thus prove His own word.

“This,” said our professor, “seemed to me so very reasonable that I did kneel down and besought God to give me His Holy Spirit, pleading His promise,—‘Ask, and it shall be given you,’ and I did not plead in vain.

“From that time I was a changed man. I found joy and peace in believing in Jesus. Old things passed away, and all things became new. I no longer pursued my secular studies on the Sabbath; but I can truly say that I henceforth made more progress in my studies in the six days than I had before done in the seven.”

Our professor has long since rested from his labors and entered into the rest that remains for the people of God; but he being dead, yet speaketh. If you have not sought and found peace with God, do as he did. Ask, and you too shall receive,—shall receive that gift compared with which all earth's wealth and pleasure are less than nothing and vanity.

G. W.

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### MISSIONS TO SEAMEN.

We reprint, by permission, the article published under the above heading, in the third and last volume of the *SCHAFF-HERZOG Encyclopædia of Religious Knowledge*, just issued in this city by Messrs. FUNK & WAGNALLS. It was prepared by the Rev. H. H. MCFARLAND, who has succeeded in giving us the most readable and satisfactory paper that we know on the subject.

And it is but just to say in this connection that like carefulness and research are shown throughout the work by its various learned and conscientious editors. It makes us quite out of conceit of what is on our shelves, in the line of this new publication, to glance through the revised and virtually original Schaff-Herzog.

It certainly is a great advance on the past in every sense, and whoever has occasion to supply himself with an Encyclopædia of this kind, will surely know where to go, and what to call for.—EDITOR.



Rev. John Flavel (England, 1627—91) and English contemporaries (Ryther, Janeway, *et al.*), as also a few clergymen of the established and dissenting churches in England in the eighteenth century, preached occasional sermons, special and serial, some of which were printed, on behalf of seamen; but the second half of the eighteenth century witnessed the first united efforts for their evangelization. An association, styled at first *The Bible Society*, was organized in London in 1780, to supply English troops in Hyde Park with the Holy Scriptures, whose field of labor was speedily enlarged to embrace seamen in the British navy. The first ship furnished with Bibles by this society was *The Royal George*, sunk off Spithead, Eng., August 29th, 1782. The society's name was soon changed, becoming *The Naval and Military Bible Society*. It is still in operation, confines itself to its original specific object, the diffusion of the word of God, and has been of immense service to the Army and Navy of Great Britain. This society had its influence in originating the *British and Foreign Bible Society*, and the work of the latter led eventually to the formation of the *American Bible Society*. (Cf. art. "Bible Societies," *Encyc. Brit.*, 9th ed. vol. iii. p. 649.)

The need for Christian exertion among sailors was urgent. Destitute, as a class, of any access to the Bible, to preaching, or to any service, instruction, or consolations of the church, their lives passed, for the most part, without access to the gospel of Christ. "It would be difficult," says a well-informed writer, "to conceive of a deeper moral night than that which for centuries had settled upon the sea."

Early efforts made in England to furnish sailors with the gospel, however, met with serious opposition from Christian people, as well as from unchristian officers in the royal navy. So late as 1828 the king was petitioned to abrogate an order, then recently issued by the lord high admiral, prohibiting the free circulation of tracts in the navy. But in 1814 the pioneers of the movement for this end, Rev. GEORGE CHARLES SMITH, a dissenting clergyman, once a sailor, and ZEBULON ROGERS, a shoemaker of the Methodist persuasion, established prayer-meetings for seamen, on the Thames, at London; the first being held on the brig *Friendship*, June 22nd of that year, by

Mr. Rogers. These were multiplied and sustained upon the shipping in the river. March 23rd, 1817, the first bethel flag was unfurled on the *Zephyr*, Capt. Hindulph of South Shields, Eng.

*The Port of London Society* was organized March 18th, 1818, to provide for the continuous preaching of the gospel to seamen in London, upon a floating chapel, (ship) of three hundred tons' burden, and Rev. Mr. Smith ministered upon it with success during the ensuing year. November 12th, 1819, *The Bethel Union Society* was formed at London, which, in addition to the maintenance of religious meetings on the Thames, established correspondence with local societies that had been started by Mr. Smith's exertions in various parts of the kingdom. These two societies were subsequently united to form what is now known as *The British and Foreign Sailor's Society*.

*The Sailor's Magazine* (London) merged, after publication for seven years by Rev. Mr. Smith, into the *New Sailor's Magazine*, also issued by him, was established in 1820. The monthly magazine now issued by *The British and Foreign Sailors' Society* is *Chart and Compass* (pp. 32), established in January, 1879. It has presented the facts, and discussed questions connected with the evangelization of seamen, with fervency and force. Up to April, 1883, *Chart and Compass* had circulated 128,000 copies.

In 1825 *The London Mariner's Church and Rivermen's Bethel Union* was organized, to provide a church for seamen on shore, Rev. Mr. Smith becoming pastor. This church was for years the centre of an extensive system of labor, including a sabbath-school, Bethel prayer-meetings, tract and book distribution, magazine publishing, and open-air preaching the seamen on the wharves. Rev. Mr. Smith died at Penzance, Cornwall, Eng., in January, 1863.

Existing seamen's missionary societies in the empire of Great Britain, distinct from local organizations which limit the prosecution of work to their own ports, are, (1) *The British and Foreign Sailors' Society* (at Sailor's Institute, Shadwell, London, Eng., with receipts from April 1st, 1881, to April 1st, 1882, of £10,123 18s. 8d., and expenditures for the same period of £9,510 3s. 7d.), which in its sixty-fifth annual report (1882—83) names the ports of Rotterdam, Hamburg, Antwerp, Genoa, Naples, and Malta, outside England, and London, Milford-

Haven, Falmouth, and Barrow-in-Furness (English), as occupied more or less effectively by persons having entire or partial support from its treasury, and devoting themselves to the spiritual and temporal welfare of seamen. (2) *The London Missions to Seamen* (Established English Church), whose operations are, for the most part, carried on afloat. Its chaplains are at twenty English and three foreign, its Scripture-readers at twenty-nine English and four foreign seaports. Local English societies for seamen are at Liverpool (formed in 1821), Glasgow, and other ports.

Evangelical Lutheran missions to seamen are prosecuted with vigor by societies with headquarters in the Scandinavian countries, whence come, in our day, the larger number of sailors for the world's mercantile marine. The *Norwegian Society — Foreningen til Evangeliets Forkyndelse for Skandinaviske Sjømand i fremmede Havne*, or, in English, *The Society for the Gospel's Preaching to Scandinavian Seamen in Foreign Harbors*—was organized at Bergen, Norway, Aug. 31, 1864, and now (1883) has stations at Leith, Scotland; North Shields, London, Cardiff, Eng.; at Antwerp, Belgium; Havre, France; Amsterdam, Holland; New York, U.S.A.; Quebec, Can.; and at Pensacola, Fla., U.S.A.

Mission-work for seamen is also carried on by this society at Montrose, Scotland. Its aggregate working force consists of eleven ordained pastors, with five or six assistant missionaries, unordained. The society owns churches at all its stations, and publishes a monthly paper, *Bud og Hilsen*, now in its eighteenth year of issue. Receipts in 1881-82 were 103,855 kröner;\* expenditures 58,297 kröner. The *Danish* seamen's mission society—*Dankse Forening til Evangeliets Forkyndelse for Skandinaviske Sjøfolk i fremmede Havne*, or, in English, *The Danish Society for the Gospel's Preaching to Scandinavian Seamen in Foreign Ports*—has its stations at Hull and Grimsby, London, Newcastle, and Hartlepool (Eng.), and at New York City, U.S.A., with an aggregate of four ordained pastors. Three other ordained pastors perform some labor for sailors at Frederickstadt and Christianstadt (St. Croix, W. I.), and at St. Thomas and St. Jan, W. I. The same society supports a seamen's pastor at Madras, India; and at Brisbane, Australia, an ordained pastor gives a por-

tion of his time to the interests of Scandinavian sailors. Its bi-monthly paper is *Havnen*, published at Copenhagen, Denmark. Receipts in 1882, 22,034 kröner; expenditures, 10,421 kröner. The *Swedish* society for home and foreign missions—*Forterlandsstiftelse*—has sustained missionary work for seamen since 1869, and has the following stations where such labor is performed by its agents—Constantinople, Turkey; Alexandria, Egypt: Liverpool, Grimsby, and Gloucester Eng.; Boston, Mass., U.S.A.; Marseilles, France; St. Ubes, Portugal,—with five ordained pastors. The State Church in Sweden has three ordained pastors laboring for seamen, at London and Hartlepool (Eng.), and at Kiel in Prussia. The *Finland* seamen's mission society, *Föreningen for Beredande of Själeward at Finska Sjöman i Utlandska Hamnar*, organized in 1880, has a station at London, Eng., with one ordained pastor in charge, and is about to establish another at Grimsby and Hull, Eng. The *Swedish Evangelical Lutheran Augustana Synod in America* has a station for Scandinavian seamen, with one ordained pastor, at Philadelphia, Penn., U.S.A. The synod for the *Norwegian Evangelical Lutheran Church in America* has a mission in Australia, with one ordained pastor. The total of stations occupied by the Scandinavian (Lutheran) societies is thirty-three, with twenty-nine ordained pastors and six unordained pastors as laborers.

No organizations exist in North or South America, outside the United States, for the sole purpose of prosecuting religious labor among seamen. At Boston, Mass., the first society for this object was formed in May, 1812, but soon suspended operations. The first religious meeting on behalf of sailors in New York City (N.Y.) is believed to have been held in the summer of 1816, at the corner of Front Street and Old Slip. *The Marine Bible Society of New York City* was organized March 14, 1817, to furnish sailors with the Holy Scriptures. *The Society for promoting the Gospel among Seamen in the Port of New York*, commonly known as *The New York Port Society*, a local organization, was formed June 5, 1818. This society laid the foundations of the first mariner's church ever erected, in Roosevelt Street, near the East River, which was dedicated June 4, 1820, Rev. WARD STAFFORD preacher and pastor. In 1823 *The New York Port Society* set at work in that

\*A kröner is about twenty-six cents, United-States currency.



city the first missionary to seamen, Rev. HENRY CHASE. This society now sustains a church at Madison and Catharine Streets in New York, and a reading-room for sailors in the same edifice, employing in the year ending Dec. 31, 1882, nine missionaries. Receipts for 1882 were \$11,667.04; expenditures, \$10,682.07. *The New York Bethel Union*, for the establishment and maintenance of religious meetings on vessels in the port (organized June 3, 1821), had but a brief existence.

The movements noted—that at Boston, Mass., issuing in the formation of the earliest society of its kind in the world—led to similar action for the performance of local work for seamen at Charleston, S.C. (1819), Philadelphia, Penn. (1819), Portland, Me., and New Orleans, La. (1823), at New Bedford, Mass. (1825), and elsewhere. In the latter year there were in the United States seventy bethel unions, thirty-three marine Bible societies, fifteen churches and floating chapels for seamen. There had been many conversions to Christ among sailors, and their evangelization was recognized as among the most prominent and important of Christian enterprises.

Accordingly, after its formal establishment in the city of New York (Jan. 11, 1826), succeeded by a new organization in its board of trustees (May 5, 1828, from which time its birth is dated). THE AMERICAN SEAMEN'S FRIEND SOCIETY (80 Wall Street, New York, N. Y.), unquestionably the most widely operative and efficient of existing missionary societies for seamen, came into being. Its first *President* was Hon. SMITH THOMPSON, then secretary of the United-States navy; Rev. C. P. McILVAINE, afterwards Protestant-Episcopal bishop of Ohio, was its *Corresponding Secretary*; and Rev. JOSHUA LEAVITT its *General Agent*. Article II. of its constitution provides:—

"The object of this society shall be to improve the social and moral condition of seamen by uniting the efforts of the wise and good in their behalf, by promoting in every port boarding-houses of good character, savings-banks, register-offices, libraries, museums, reading-rooms, and schools, and also the ministration of the gospel, and other religious blessings."

Its first foreign chaplain was Rev. DAVID ABEL, who reached his field of labor at Whampoa, the anchorage for ships trading at Canton, China, Feb. 16, 1830. In its fortieth year (1867-68) its laborers (chaplains and sailor missionaries) were stationed at twenty foreign, and thirteen domestic, seaports, as follows: at Caribou Island on the Labrador

coast, N.A.; at St. John, N.B.; in Norway, at Christiansand, Kragero, and Porsgrund; in Denmark, at Copenhagen and Odense; in Sweden, at Gottenberg, Warberg and Wedige, Wernersberg, and Stockholm; in Belgium, at Antwerp; in France, at Havre and Marseilles; in the Hawaiian Islands, at Honolulu and Hilo; at the Chincha Islands in Peru, at Valparaiso and at Buenos Ayres, S.A.; and in the United States, at the following seaports: San Francisco, Cal., Norfolk and Richmond, Va., Charleston, S.C., Mobile, Ala., Boston and Gloucester, Mass., and at New York, N.Y. Its missionary work was prosecuted in 1882-83 on the Labrador coast of North America, in the countries of Sweden, Norway, and Denmark, at Hamburg in Germany, at Antwerp in Belgium, in France at Marseilles and Havre, at Genoa and Naples in Italy, at Yokahama in Japan, in the Sandwich and Madeira Islands, at Valparaiso, S.A., and, in the United States, at Portland, Ore., and on the waters of Puget Sound; also in the ports of Galveston, Tex., New Orleans, La., Pensacola, Fla., Savannah, Ga., Charleston, S.C., Wilmington, N.C., Norfolk, Va., and at Boston, Mass., as well as in the cities and vicinities of New York, Jersey City (N.J.), and Brooklyn (N.Y.), including the United-States Navy-Yard, numbering forty-two laborers at thirty-one seaports (eighteen foreign and thirteen domestic) supported in whole or in part by the society.

Its receipts in the first decade of its existence were, in round numbers, \$91,000; in the second decade, \$165,000; in the third, \$229,000; in the fourth, \$375,000; in the fifth, \$655,000. Receipts for the year ending March 31, 1883, with small balance from previous year, \$80,762.60; expenditures for same, \$79,455.55 inclusive of an investment of a legacy for permanent fund.

*The Church Missionary Society for Seamen in the City of New York* (Protestant-Episcopal), in its Thirty Ninth Annual Report (1882-83), states that the society sustains, as heretofore, two chapels, three mission-houses, with reading and lecture rooms, oversight being in the hands of three clergymen, with the assistance of a colporteur at each station. Its total services for the year were 628; visits to reading-rooms, 5,622; seamen supplied with Bibles, 204, with Testaments, 613, with the Book of Common Prayer, 621. The bishop of the diocese is its president.

Besides the employment of chaplains, residents at seaports, and serving as

Christian ministers, of Bible and tract distributors, Scripture-readers, colporteurs, and helpers, whose titles declare their functions, the missionary societies for seamen have usually wrought for their welfare by establishing, and in part sustaining (temporarily), Sailors' Homes in various ports. In them are resident missionaries, who, besides their services in religious meetings, devote portions of their time to spiritual and charitable visitation among sailors on shipboard and shore, at sailor boarding-houses, and in hospitals, and, in some cases, to such service for the families of seamen. The Wells Street *Sailors' Home* at London (Eng.) Docks was established by Mr. George Greene in 1830, was opened in 1835, enlarged in 1865. In one year it admitted 5,444 boarders, who, besides a home, had evening instruction, the use of a savings-bank, etc. The Liverpool (Eng.) *Sailors' Homes* were opened in 1844. The *Sailors' Home* at 190 Cherry Street, New York, is the property and is under the direction of the AMERICAN SEAMEN'S FRIEND SOCIETY. It was opened in 1842, reconstructed, re-furnished, and re-opened in 1880, and is now unsurpassed by any sailors' home in the world. During the year 1882-83 it accommodated 2,003 boarders. The whole number of boarders since the Home was established is 102,713, and the amount saved by it to seamen and their relatives during the forty-one years since its establishment has been more than \$1,500,000. The systematic supply of carefully selected libraries, to be loaned to vessels for use at sea, by their officers and crews, is now largely carried on by these organizations, especially by the AMERICAN SEAMEN'S FRIEND SOCIETY. Its shipments of such libraries from 1858-59 to March 31, 1883, were 7,764, and the re-shipments of the same, 8,100; the total shipments aggregating 15,864. The number of volumes was 419,420, accessible by original shipment to 301,425 seamen. Of the whole number sent out, 943 libraries with 33,948 volumes were placed upon United States naval vessels and in naval hospitals, and have been accessible to 107,995 men; 106 libraries were in 106 stations of the United States Life-saving Service, containing 3,816 volumes, accessible to 742 keepers and surfmen.

THE SAILORS' MAGAZINE (32 pp., monthly), organ of the AMERICAN SEAMEN'S FRIEND SOCIETY, is now the eldest of the periodicals issued on behalf of seamen. It was established in September,

1828, is in its fifty-fifth volume; and of its issues for 1882-83, 81,000 copies were printed and distributed. In the same twelvemonth 18,000 copies of THE SEAMEN'S FRIEND (4 pp., annually), established in 1858, were issued by this society, for sailors; and 145,000 copies of the LIFE-BOAT (4 pp., monthly) for the use of Sabbath schools.

Varied help is habitually extended to shipwrecked and destitute sailors by all these organizations. The establishment of savings-banks for seamen has ordinarily been due to their influence. The Seamen's Savings-Bank in New York City (78 Wall Street) went into operation May 11, 1829. Sailors' asylums, orphanages, and "Rests" (houses of entertainment conducted upon temperance principles) are open in many seaports as the fruit of their existence. Miss Agnes Weston, from her "Rest" at Devonport, Eng., was distributing, *gratis*, by voluntary contribution, in 1882, 15,000 monthly *Blue Books* (8 pp., temperance and religious tracts) in the English tongue, and these were regularly translated into Dutch and German for the navies of Holland and Germany.

It is impracticable to present detailed statistics as to the results of Christian labor for seamen: the best general estimate fixes the number of Christianized sailors at not far from thirty thousand. But to say that during the last half century these men have been gathered into the church of Christ by thousands, that as a class sailors are now manifestly being lifted out of the ignorance and degradation in which they lived at the opening of the nineteenth century, and to attribute these changes, realized and still progressing, to the exertions of these societies, is to speak with truthful moderation. The corporate and individual efforts of persons connected with them have often originated and made effective beneficent public legislation, in the interest of sailors, in Great Britain and in the United States. It is in place to add, that, with few exceptions, all seamen's missionary societies are administered upon a non-denominational basis.

LIT. — Reports of various seamen's societies, *passim*; SAILOR'S MAGAZINE (N.Y.), *passim*, particularly its arts. "Ocean Pioneers," in 1876, by Rev. C. J. Jones; *Notes of Fifty Years' Efforts for the Welfare of Seamen* (New York, AMERICAN SEAMEN'S FRIEND SOC., 1878); HAYDN'S *Dictionary of Dates*, art. "Sailors' Homes," 17th ed. (New York, 1883).



## AMERICAN FOREIGN MISSIONARY WORK.

The following figures show, as far as figures can do so, the present condition of the missionary work of American churches in foreign lands. Many important missions in European countries, which are considered evangelical, are excluded. "We believe," says the *N. Y. Observer*, "the table will be found as approximately correct as the reports of the various Societies and Boards will permit."

DENOMINATIONS.	Ordnained missionaries.	Total missionaries male and female.*	Total Native helpers.†	Ordnained Native ministers.	Communi- cants.	Students and scholars in seminaries and schools.	Foreign Missionary Revenue for latest year recorded.
Congregational A. B. C. F. M.....	154	433	1,827	144	19,364	35,625	\$ 590,996
Am. Baptist Missionary Union.....	78	193	686	174	50,691	14,137	307,195
F. M. B. Southern Baptists.....	15	40	26	..	1,022	..	56,965
Free Baptists.....	6	14	14	..	551	3,080	11,517
Lutherans .....	9	11	205	5	2,767	716	14,273
Methodist Episcopal, North.....	103	187	1,845	246	20,065	12,663	562,398
South.....	22	34	104	36	2,796	1,497	17,971
Protestant Episcopal.....	16	45	115	38	1,190	1,525	158,936
Presbyterian, Northern.....	160	446	810	92	17,366	21,253	65,588
Southern.....	23	50	56	15	1,700	592	39,071
United Presbyterian.....	11	52	211	11	1,906	1,531	192,879
Reformed ".....	3	9	43	..	130	648	15,122
Cumberland ".....	2	5	6	..	35	..	10,185
Reformed (Dutch).....	20	44	135	20	2,843	2,183	65,285
Other denominations, not enumerated.....	30	100	100	..	1,130	300	100,000
Totals.....	652	1,666	6,213	781	123,586	98,699	\$2,704,565

\* This includes medical missionaries and teachers.      † Including ordained native ministers.

## WORK AMONG SEAMEN.

## CORRESPONDENCE, REPORTS, &amp;c.

## At Stations on the Foreign Field.

## Denmark.

## ODENSE.

Readers of the *MAGAZINE* who have followed the work of Mr. F. L. RYMKER, our seamen's missionary on the Danish island of Fünen since the year 1863, his services for the AMERICAN SEAMEN'S FRIEND SOCIETY having begun in Norway, in the year 1857,—will hear from him no more,—his earthly labors having been closed by summons to his Divine Master's immediate vision and presence, on the 23rd January last. In the early years of his Christian labor, as well as subsequently, Mr. Rymker was greatly blessed with the manifest approval of that Master upon his labor for sailors, in the conversion

of many of them to Christ. He was himself a converted seaman, and we have long counted him as one of the most faithful of our workmen. The following tribute to his memory is from the pen of Mr. J. HANSEN, Harbor Master at Odense.

"Brother Rymker was only sick about a day, and had been down by the harbor and ships and hospital only a day or two before his death. So he kept doing his good work to the last. I have known him more than thirty years and can truthfully say that he was a Christian whose greatest delight was to do good to his fellow men, by showing them to the Lamb of God and beseeching them to seek salvation while it may be found. He had his own mild and pleasant way of speaking, so that no one could refuse to listen, or to take the tracts or books

which he always brought with him. Surely the seed sown by him will bear its fruit in due season, for it was sown in faith and love to our dear Savior.

"How glad brother R. was when we, a few months ago, opened our Sailors' Reading and Meeting Rooms close to the harbor, because we now had a place where we could invite the sailors to come and spend their evenings. And we who got the rooms started were looking to him as the one that should, next to God, be our greatest helper in the work. The Lord thought otherwise, and before the work was well started took His obedient servant home to rest from the labors he had so faithfully performed.

"At his burial different ministers spoke of him, and gave testimonies concerning his Christian life and how faithfully he had done his work. For my own part I can say that I was always happy to speak with brother Rymker. I used to get from him the SAILORS' MAGAZINE to read, which I like very much. Now and then I find in it something from San Francisco, from our dear brother, Rev. J. ROWELL, of the Mariners' church, to which I belonged about eighteen years ago. Brother Rymker leaves a widow who is in very delicate health.

"Before closing permit me, in the name of many sailors and sailors' friends here, to tender our sincere thanks to the AMERICAN SEAMEN'S FRIEND SOCIETY for what they have been doing here by assisting this brother, so that he was enabled to do what he did. Wishing your Society God's speed and blessing in all their efforts for promoting seamen's welfare in the different parts of the world, I remain with brotherly love,

Yours thankfully,

J. H."

Rev. Mr. JACOBSEN, pastor of the M. E. church in Odense, writes in a letter dated February 5th:—

"By what I can learn from my friends, Mr. Rymker was persecuted when he first

came to Odense, both by the public and by the roughs of the town, in very much the same manner that the early Methodists were in England; yet he never gave in, but to the very last did his duty manfully."

He rests from toil at last. God bless his work and memory!

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## Belgium.

ANTWERP.

Rev. ARTHUR POTTS, for the past three years seamen's chaplain at this port will be succeeded, April 1st, proximo, by Mr. JAMES HITCHENS, for several years past seamen's missionary at Hamburg, Germany. Mr. H., we believe, has faithfully served, both the AMERICAN SEAMEN'S FRIEND SOCIETY and the BRITISH AND FOREIGN SAILORS' SOCIETY in Hamburg, with acceptance and usefulness, and goes to Antwerp with great experience of work in a continental port. We bespeak for him a pastorate, aided by the prayers of all who love the seamen's cause. Rev. Mr. POTTS will speedily return to the United States.

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## Hawaiian Islands.

HONOLULU.

We learn that a proposed change in his pastoral relations with the Bethel church will afford to the Rev. S. C. DAMON, D. D., seamen's chaplain for forty-two years past at this important port, the opportunity of a trip to China and return with Mrs. Damon, to be taken during the present season. The visit will doubtless augment and stimulate his well-known interest in the evangelization of the Chinese in Polynesia.

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## At Ports In the United States.

### New York.

BROOKLYN—U. S. NAVY YARD.

A large and interesting Temperance Meeting was held at Sailors' Library Hall and Chapel on Cob Dock, Wednesday evening, February 27th, and the U. S. NAVAL TEMPERANCE UNION organ-

ized, with about 200 names of seamen and others who have signed the pledge since Chaplain CRANE commenced his labors at the Yard last November. A constitution was adopted and the following officers elected: *President*, Rev. E. N. CRANE, *Vice President*, Lt. Com. J.



E. NOEL, *Secretary*, GEORGE CALDWELL, *Treasurer*, WILLIAM THORNTON, *Pledge Registrar*, JOSEPH ELLIS.

The Society was by a unanimous vote made auxiliary to the *Marine Temperance Society of the Port of New York*, that staunch old organization of over half a century's standing, and will co-operate with it in the temperance cause. The Blue Ribbon Badge was adopted. Rev. DUNCAN MCGREGOR, of the Meth. Epis. Church, was introduced by the president and delivered a most effective and entertaining temperance address. The exercises were interspersed with gospel temperance hymns, in which a number of lady visitors assisted, with organ accompaniment by Mr. CHARLES WALTON, of the Brooklyn Y. M. C. A. At the close of the meeting a goodly number of new names was added to the roll of members. Stated meetings will be held on the first Wednesday evening of each month, and the annual meeting on the first Wednesday evening in May. This good work is thus inaugurated anew among our naval seamen under the most favorable auspices.

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### North Carolina.

WILMINGTON.

Rev. J. W. CRAIG is reappointed chaplain in the service of the local Seamen's Friend Society. The total receipts of the Society for the year ending February 5th, '84, were \$1,248.70; expenditures, \$1,138.35.

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### Massachusetts.

NEWBURYPORT.

The forty-seventh annual report of the Bethel Society, lately published covers its operations to Nov. 1st, '83. The receipts of the year were \$401.61, expenses \$370, the latter as follows:—to needy seamen \$76.00, to seamen's widows \$50.00, to the Labrador mission \$30.00, to local distribution of reading matter \$20.00, to

library committee \$150.00, to AMERICAN SEAMEN'S FRIEND SOCIETY \$30.00, incidentals \$14.00, leaving on hand \$31.61. The value of clothing distributed is about \$13.00

The report speaks in these words of the expenditure for library work:—"It is our aim to respond to any call that comes to us for books, and to place libraries on board all new vessels sailing from this port; but in two instances during the past season we have failed to offer the books from lack of funds. We earnestly hope that contributions may be received for this branch of our work, that even the appearance of neglect may be avoided. Libraries have been furnished to schooners *Chas. C. Dame*, *Albert H. Cross*, *Albert T. Stearns*, *Maud Sherwood*, *Lavinia Campbell*, and ship *Mary L. Cushing*. It would be pleasant to establish a loan library system for all vessels coming to this port. A plan of this kind was tried some years ago, but was necessarily abandoned both from want of a proper depository and a permanent fund to make needful additions and repairs as the libraries were returned. We hope at some future time to be able to make greater outlays in the matter of good reading for the men who occupy the cabins and forecables of our vessels.

"This is the eleventh report of work among vessels in our harbor. The first visits were organized to convey personal invitations to the crew in port to attend the Sabbath Bethel services, which were held for several summers. At the close of the first year it was suggested that a constant distribution of interesting reading would be profitable, and perhaps reach more men than the preaching service could, and from this beginning a special work has been continued for ten years, including visits to more than 1,400 different vessels and the use of 1,550 packages of books and papers. Considering these facts and the knowledge that much of the time Mr. LUNT, our missionary, has worked single-handed, we most heartily renew our thanks for his cheerful and persevering assistance. Our thanks are also due to the AMERICAN SEAMEN'S FRIEND SOCIETY for a supply of SAILORS' MAGAZINES, which has proved a valuable addition to those furnished by our ladies. We look upon this distribution as perhaps the most important branch of our work, but we cannot note results, for comparatively few vessels return to this port. Still, the blessing is for those 'who sow beside all waters,' and we know that the harvest is sure."

The report is signed by Miss F. G. BRAY, *Secretary*, and concludes with a tribute of respect to the memory of Mrs. S. A. FOLLANSBEE, and four other members, who deceased in 1883. The present membership of the Society is 265.

### Rev. S. W. Hanks.

A correspondent of the *Salem (Mass.) Gazette*, writing from Middleton, where the Rev. S. W. HANKS recently lectured, closes with the following interesting paragraph. Mr. Hanks, it will be remembered, was the first pastor of the John St. Congregational Church, Lowell, Mass., and resided there from 1840 to 1853. He is still well remembered by a large number of the citizens. The *Gazette's* correspondent says:—

“Mr. Hanks is a little upwards of seventy years of age, though apparently ten years younger. He was born in Connecticut and graduated from Andover, and for many years has done much for temperance and the benefit of seamen. He is a very genial, pleasant man, of more than ordinary ability, and an attractive speaker, and in his younger days we should judge that he was a joker of the first water. He so resembles our lamented Abraham Lincoln that at the time Lincoln was President of the United States, while Mr. Hanks was passing through Vermont, in the cars, word was sent ahead that Lincoln was on the train, and a crowd was gathered at the depot to get a speech or sight of him, and Mr. Hanks was urged to step upon the platform, if no more, to show himself. Mr. Hanks concluded to refuse the ovation as it was a little too much of a joke for a minister of the gospel. President Lincoln's mother was a Hanks and a connection of this Mr. Hanks. Thus the blood runs through many generations and crops out now and then, giving duplicates not only physically but mentally. Mr. Hanks bids fair to attain the age of one hundred years. He is sure to keep up with the times. We have known him for twelve or fifteen years, and no change seems to have taken place in him. A short time ago he preached in a pulpit where he had preached more than forty years before. He was met at the pulpit stairs as he came down by a lady who was so glad to see him, because she was so well acquainted with his father. ‘Why,’ said he, ‘I

am the father.’ ‘Well,’ says she, ‘you look younger than you did fifty years ago.’ He is the originator of the great panorama of the Black Valley Railroad, where the cars throw out their passengers without stopping the train.”

### A Message from the Sea.

A despatch to the *New York Tribune*, dated Norwich, Conn., March 4th, 1884, stated that “Mr. and Mrs. Robbins Little, of this place, who are on a tour around the world, sailed from San Francisco, September 6th, 1883. When twenty-four days out, Mr. Little placed a note in a bottle and threw it overboard, with the request that the finder send it to John Mitchell in Norwich. To-day Mr. Mitchell received the note, with a letter from John Stuppelbeen, dated Kawaihae Island, Hawaii, February 22nd, 1884, saying he had picked it up on the beach there.”

### Died,

In New York City, March 5th, 1884, ANNIE, eldest daughter of FREDERICK and MARY ALEXANDER.

#### “OUR DARLING ANNIE”

SLEPT IN JESUS WEDNESDAY MORNING.

She slept. So gently failed her breath,  
We scarce could call the slumber death;—  
An infant on its mother's breast  
Sinks not more sweetly to its rest.

She woke. But what a glad surprise.  
That wakening in Paradise!  
The balmy air, the softened light  
Of Heaven, dispelled the chill and night,

And set her free; no weary feet;  
She treads erect the golden street;  
And sings with glad exultant tongue  
The anthems she has loved so long.

Dear child! Her sojourn here was short;  
With pain and ill her years were fraught;  
But now the vigor once denied,  
Flows, through her in a full, rich tide.

We weep; and yet we chide ourselves;  
Beyond our anxious thoughts and fears,  
Beyond our tenderest watchfulness,  
In joy supreme, our darling is.

O Jesus! soothe our pain and grief!  
In thy sweet will is our relief;—  
Our treasure keep for us above,—  
Keep us for her in thy dear love.

HELEN E. BRO



## Sailors' Snug Harbor.

STAPLETON, S. I.

Chaplain C. J. Jones reports that during the year 1883, sixty-four inmates died, of whom 56 were Protestants, and 8 Roman Catholics. Of the whole number 26 died in the hope of eternal life through our risen Redeemer, of whom 10 were hopefully converted after entering the Institution. As to their nationalities, 33 were born in America, 8 in England, 8 in Ireland, 4 in Denmark, 3 in Sweden, 2 in Wales, and 1 each in Scotland, Germany, Holland, Italy, France, and Nova Scotia. Their united ages were 4,346 years, or an average at death of 67 years, 1 month, 26 days. Two were over 95, 5 between 80 and 90, 21 between 70 and 80, 23 between 60 and 70, 11 between 50 and 60, and between 40 and 50, only 2. This is the list:—

January 4th, W. B. Churchill, 54 years, Massachusetts; Jan. 9th, J. A. Chappell, 70, Connecticut; Jan. 11th, John Goubin, 45, France; Jan. 14th, E. L. McCready, 69, New York; Jan. 14th, C. G. Hempstead, 68, Connecticut; Jan. 18th, Edward Jones, 62, Pennsylvania; Jan. 18th, Frederick Devoe, 96, Italy; Jan. 23th, Andrew Johnson, 68, Denmark; Feb. 3rd, Daniel Drew, 59, England; Feb. 10th, Martin Gray, 76, Sweden; Feb. 26th, W. H. Morey, 72, England; March 16th, Peter Nelson, 2nd, 73, Sweden; March 19th, James Donohue, 65, England; March 19th, Caleb Johnson (colored), 57, Delaware; March 22nd, Edward Taylor, 70, England; March 23rd, Horace Curtis, 64, New York; March 27th, William De P. Stagg, 89, New York City; March 27th, William Bennett, 57, London, England; March 28th, John C. Smith, 74, Germany; April 4th, Charles Given, 68, Denmark; April 22nd, John Phillips, 75, England; April 28th, Thomas Buckley, 62, Ireland; April 28th, Richard Dixon, 71, England; May 6th, Alexander Harlow, 54, New York; May 11th, B. F. Gardener, 86, Massachusetts; May 12th, Robert Dickson, 66, Nova Scotia; May 18th, Frank Bryant, 68, Maine; May 19th, Daniel Davis, 62, Wales; May 19th, Peter Nelson, 78, Denmark; May 20th, Cornelius Brankman, 50, Holland; June 2nd, Oscar Fish, 68, Connecticut; June 18th, Thomas White, 72, Wales; June 20th, William McCabe, 63, New York City; June 27th, John Petterson, 83, Sweden; June 29th, William Murdock, 77, Ireland; June 30th, Peter H. Roff, 80, New York; July 1st, Peter W. Lewis, 70, Ireland; July 3rd, Richard C. Vreeland, 95, New York; July 5th, J. B. Forsyth, 74, Con-

necticut; July 26th, Albert Cook, 71, New York; August 3rd, James M. Griffin, 58, New York; August 13th, Charles H. Clark, 68, Ireland; August 22nd, Richard B. Locke, 47, New York; August 26th, Bernard O'Hare, 73, Ireland; September 7th, Seaman Austin, 63, New York; September 15th, James Green, 70, Ireland; October 8th, H. K. Eldridge, 54, Maine; October 14th, John De Cordy, 63, New York City; October 21st, Charles Brown, 53, Ireland; October 22nd, Thomas C. Freeman, 63, New York City; November 13th, Erastus Baker, 71, Connecticut; November 13th, Leonard Gay, 74, Maine; November 18th, Thomas Calder, 89, Massachusetts; November 20th, John May, 69, Ireland; November 23rd, John Thomas (colored), 58, Maryland; November 23rd, David G. Worth, 61, Massachusetts; November 28th, Henry H. Smith, 51, Massachusetts; December 1st, John Bassford, 67, New York City; December 8th, Charles Bacon, 70, England; December 10th, Charles Thomas (colored), 66, New York City; December 12th, Jacob Nelson, 67, Denmark; December 27th, John Johnston, 76, New York; December 29th, Edward Thayer, 70, Massachusetts; December 30th, James Reed, 64, Scotland.

### Sailors' Home, New York, 190 CHERRY STREET.

*Report of F. Alexander, Lessee, for the month of*

FEBRUARY, 1884.

Total arrivals.....	151
Deposited for safe keeping.....	\$805

of which \$260 was sent to relatives and friends, \$215 was placed in Savings Banks, and \$324 was returned to boarders.

### Planets for April, 1884.

MERCURY is an evening star setting on the 1st about 10m. after the Sun; sets on the evening of the 22nd at 8h. 33m., and north of west 23° 25', being now at its greatest brilliancy; is at its greatest elongation at 9 o'clock on the evening of the 25th, being 20° 32' east of the Sun; is in conjunction with the Moon on the evening of the 26th at 6h. 7m., being 5° 47' north.

VENUS is an evening star setting on the 1st at 10h. 7m., and north of west 28° 28'; is in conjunction with the Moon on the afternoon of the 23th at 2h. 53m., being 7° 53' north.

MARS is due south on the evening of the 1st at 7h. 43m., being 21° 52' north of the equator; is in conjunction with the Moon on the forenoon of the 4th at 10h. 38m., being 8° 10' north.

JUPITER is due south on the evening of the 1st at 7h. 4m., being 21° 48' north of the equator; is in conjunction with the Moon on the afternoon of the 3rd at 2h. 4m., being 6° north;

is in quadrature with the Sun on the evening of the 14th at 7 o'clock, and during the remainder of the month is considered as an evening star.

SATURN is an evening star setting on the 1st at 10h. 47m., and north of west  $26^{\circ} 36'$ ; is in conjunction with Venus at 11 o'clock on the evening of the 12th, being  $4^{\circ} 13'$  south; is in conjunction with the Moon on the afternoon of the 27th at 2h. 8m., being  $2^{\circ} 19'$  north.

New York University.

R. H. B.

## Receipts for February, 1884.

### NEW HAMPSHIRE.

Manchester, bequest of Mrs. Nancy C. Towne, deceased, late of Manchester, N. H., per Mrs. Nancy B. T. Greenough, trustee . . . \$ 500 00  
Milford, Cong. ch., of wh. Wm. Ramsdell, \$20 for lib'y . . . 37 31

### VERMONT.

Bennington, 2nd Cong. ch., towards Life Memberships . . . 34 80  
White River Junction, Mrs. C. H. Latham and Mrs. Lydia E. Allen . . . 10 00

### MASSACHUSETTS.

Attleboro, Masters Clinton E., Ernest M., Milford E. and Edward N. Bliss, for lib'y . . . 20 00  
Beverly, Cong. ch., of wh. H. O. Woodbury, \$20 for lib'y . . . 29 75  
Boston, a Friend . . . 25  
Clinton, Cong. church . . . 14 66  
Conway, Cong. church . . . 10 30  
Dighton, Cong. ch., of wh. Mrs. M. B. Green and Nathan Walker, each \$20 for lib's . . . 55 15  
Dorchester, three members of 2nd Cong. church . . . 5 00  
East Douglas, Cong. church to const. Charles E. Kemp, L. M. . . 32 41  
Fitchburg, Mrs. N. J. Spaulding . . . 1 00  
Josiah Spaulding . . . 1 00  
Globe Village, Evang'l Free S. S., for library . . . 20 00  
Holbrook, Winthrop church . . . 44 30  
Lancaster, Evang'l S. S. . . . 10 00  
Lowell, Class in Kirk St. S. S. . . . 8 60  
Middletown, Cong. church, for lib'y . . . 20 00  
Norfolk, Cong. church . . . 3 95  
Northampton, 1st Cong. church . . . 153 92  
Rev. Isaac Clark's class in S. S. of Edward's Cong. ch., for lib'y . . . 20 00  
Pepperell, Cong. church . . . 8 00  
Shelburne, Cong. church . . . 19 37  
Somerset, Cong. church . . . 10 00  
Uxbridge, Cong. church . . . 13 56

### RHODE ISLAND.

Little Compton, Cong. church . . . 7 82  
Pawtucket, Central Falls church . . . 25 00  
Mrs. Amos B. Lane . . . 2 00

### CONNECTICUT.

Canton Centre, Cong. ch. and Soc'y . . . 8 48  
Colchester, 1st Cong. ch. and S. S. . . . 14 37  
Derby, E. S. Thompson . . . 6 00  
Greenwich, 2nd Cong. church . . . 27 46  
Griswold, Cong. church . . . 5 00  
Hartford, Mrs. Anna H. Bolton, for library . . . 20 00  
Higganum, Mrs. Selden Usher . . . 5 00  
Litchfield, S. S. 1st Cong. ch., balance for library . . . 10 00  
Naugatuck, Cong. S. S., for lib'y . . . 20 00  
New London, 2nd Cong. church . . . 124 53  
Norwich, 1st Cong. ch., add'l . . . 3 00

Pomfret, Cong. church . . . 6 00  
Wapping, Mrs. L. C. Hyde . . . 1 00  
Warren, 1st Cong. ch. and Soc'y . . . 2 00  
Westford, Cong. church . . . 6 20  
West Haven' Cong. ch. and Soc'y . . . 10 00

### NEW YORK.

Brentwood, E. F. Richardson . . . 2 00  
Brooklyn, Lafayette Ave. Pres. ch., of wh. Helen M. McWilliams, for lib'y in memoriam Norman McWilliams, \$20, and Wm. W. Goodrich, for lib'y \$20 . . . 258 72  
Throop Ave. Pres. ch. S. S. Miss'y Soc'y, for lib'y, to be called the Captain Wm. Aimes McKee Lib'y . . . 20 00  
S. S. Puritan Cong. ch., donation for lib'y and general Lib'y Work . . . 20 98  
Dobbs Ferry, S. S. Pres. ch., for lib'y . . . 20 00  
Gravesend, Ref. church . . . 49 00  
New York City, Broadway Tabernacle church . . . 268 59  
A. A. Lew & Bros. . . . 100 00  
William Astor . . . 100 00  
Bruce & Cook, for Genoa . . . 50 00  
J. A. Roosevelt . . . 30 00  
Trustees Murray Fund, books valued at . . . 30 00  
Tiffany & Co. . . . 25 00  
William H. Fogg . . . 25 00  
Hitchcock, Darling & Co. . . . 25 00  
Mrs. Jonathan Sturges . . . 25 00  
Mrs. Julia F. Noyes . . . 20 00  
Miss Mary Boorman . . . 20 00  
S. T. Gordon, for lib'y . . . 20 00  
Oliver S. Fleet, for library . . . 20 00  
D. S. Eggleston . . . 10 00  
G. G. Williams . . . 10 00  
Wm. M. Everts . . . 10 00  
R. J. Dodge . . . 10 00  
William Oorthout . . . 10 00  
Miss Laura Boorman . . . 10 00  
S. W. Green . . . 5 00  
Mrs. Albert Storer . . . 5 00  
Mrs. N. D. Ellingwood . . . 5 00  
H. P. Marshall . . . 5 00  
Miss Annie Boorman . . . 5 00  
Capt. Evan Jones of barque *Elia*, \$2, and two sailors \$1 each, for general Library Work . . . 4 00  
From C . . . 2 00  
A Friend . . . 2 00  
Yonkers, Mrs. R. A. Roberts, for lib'y . . . 20 00

### NEW JERSEY.

Englewood, Englewood Pres. ch., of wh. for lib'y in name of Fisher Howe Booth, \$20, and Mrs. James O. Morse, for lib'y \$20 . . . 388 72  
Morristown, South St. Pres. ch., of wh. Wm. L. King, \$50 . . . 273 02

### OHIO.

Burton, on account bequest Mrs. Lucina Beach, deceased, late of Burton, O., through Hon. P. Hitchcock, ex . . . 500 00  
Cleveland, Joseph Perkins, for lib'y . . . 20 00

### IOWA.

Lewis, Rev. Charles Little . . . 2 00

### OREGON.

Portland, Sailors of ship *T. E. Starbuck*, for general Library Work, per Capt. Wm. A. Rogers . . . 20 00

### SCOTLAND.

Greenock, Miss M. M. Nisbett . . . 1 22

\$3,834 44

Mr. James W. Beach and Miss Martha Gillett are constituted Life Members by previously acknowledged donations from Plymouth Ch. of Milford, Conn.



"Cast thy bread upon the waters: for thou shalt find it after many days."—Ecc. II: 1.

### "Talitha Cumi!"

A SERMON TO CHILDREN PREACHED ON INNOCENTS' DAY, DECEMBER 28th, 1880,

IN WESTMINSTER ABBEY, BY THE LATE DEAN STANLEY.

Let me take this evening the story of our Savior's kindness to a little girl. There was in Capernaum a well-known house where lived one of the chief officers of the Synagogue. His name was Jairus. In that house was one only child, a little daughter of twelve years old,—just at the age when a child has had time to endear itself to its parents,—when its character first becomes to be seen and known. The child was thought to be dying. The father heard that the Great Healer had just crossed the lake. He was feasting in the house of Levi, the publican. The father rushes in,—he falls at his feet,—he entreats him to come and save his daughter. The Lord arose; that little life was as precious in his sight as the souls of those whom he was convincing by his divine wisdom. He who said, "Suffer the little children to come unto Me," was as eager, if one may so say, to soothe the sick bed of this small Galilean maiden as though he had nothing else to do. For him the thought of human sickness, the call of a suffering parent, was the most sacred of human duties. He came at once. All along the

shore and all through the streets he had to force his way through the dense crowd, thronging even more and more closely around him. While he thus struggled with the crowd, a messenger broke through the press with the sad tidings that it was too late. "Thy daughter is dead." Amid the surging of the crowd, and above the hum of many voices, the Master's wakeful ear heard the whisper of the messenger. He bade the father still keep up his heart. "Fear not," he said, "only believe." "Fear not," he says to all anxious mourners. "Fear not the dark and dreary void into which thy loved one has passed. Fear not that God will desert thee in thine hour of need. Fear not but thou wilt once more see the child, the parent, the brother, the sister thou hast lost. Only believe in the loving-kindness of God our Savior. Only believe that He who makes the flowers to spring and the buds to come forth again, will raise that little flower, will help that bursting blossom of the human soul."

He reaches the house. The hired mourners of Eastern countries are al-



ready there. They are wailing and shrieking, as is their wont. He said to the parents, "She is not dead, but sleeping,"—words that have often brought comfort to parents who have hung over the face of their dead child, in the hope of the general resurrection,—words that are written in this church, on the pedestal of one of the children of the great family of Russell, who died in the reign of Queen Elizabeth. He touched the hand of the child, as she lay on her couch as if in the sleep of death. He addressed her in words which have been handed down literally. It is doubtful, in his discourses generally, what language our Savior spoke,—whether Greek or Syriac; but here, at any rate, the Syriac words are given. They are, "Talitha cumi;" that is, "My little lamb, my little pet lamb, rise up." By these endearing appellations he roused the sleeping soul. By this he showed to the parents that he was one with them in their parental love, in their domestic joy as well as in their domestic sorrow. And she came again to life, and was to them as before.

Now let me apply this both to parents and children. Parents, remember what a gift, what an inestimable gift, is given to you in the gift of the soul of a little child,—how its playful ways are to you the special gift of God. Think what a sight it is to see an innocent little girl; reflect how, to any one except the most brutal of mankind, such a sight banishes all thoughts of filthy language or foul deeds; remember that the tenderness and gentleness which the sight of such a little girl awakens is one of the best parts of your nature. If any of you doubt whether it is in you to be self-controlled and masters of yourselves, remember that, unless you are very bad indeed, you must be so in the presence of such a little being. Sir William Napier describes in his "History of the Peninsular War," how affecting it was to see, at the battle of Busaco, in Portugal, a beautiful Por-

tuguese orphan-girl coming down the mountains, driving an ass loaded with all her property through the midst of the armies. She passed over the field of battle with a childish simplicity, scarcely understanding which were French and which English, and no one on either side was so hard-hearted as to touch her.

And let me give two stories which show how the strongest men are open to those kindly feelings which little children are given by our heavenly Father to promote in all of us. That same Sir William Napier once in his walks met with a little girl of five years old sobbing over a pitcher she had broken. She, in her innocence, asked him to mend it. He told her that he could not mend it, but that he would meet her trouble by giving her sixpence to buy a new one, if she would meet him there at the same hour the next evening, as he had no money in his purse that day. When he returned home he found that there was an invitation waiting for him, which he particularly wished to accept. But he could not then have met the little girl at the time stated, and he gave up the invitation, saying, "I could not disappoint her; she trusted in me so implicitly." That was the true Christian English gentleman and soldier. Another example is that of Martin Luther, one of the fiercest and most courageous men that ever lived. But when he thought of his little children, especially of his little daughter, he was as gentle and kind as any woman. His daughter Magdalen died when she was thirteen years of age, and it is most affecting to read his grief, and, at the same time, his resignation. "Magdalen, my little daughter, thou wouldst gladly stay with thy father here, and thou wouldst also gladly go to thy Father yonder." "Ah! thou dear little thing, thou shalt rise again, and shine like a star; yea, like the sun." "Her face, her words cleave to our heart, remain fixed in its depths, living and dying, the words and looks of that most dutiful

child. Blessed be the Lord Jesus Christ who called, chose, and magnified her. I would for myself, and all of us, that we might attain to such a death, yea, rather, to such a life."

And you, children, these words are also addressed to you. "My little lamb," the very word tells you how precious you are to the Good Shepherd. Arise, get up, bestir yourself; get up from any slothful habit, from any idle, selfish habit you have formed. Let his voice reach your innermost heart, and raise you from the deepest sleep.

There was a little boy who used to carry parcels from a bookseller to his customers. He went every day trudging through the streets with a heavy parcel of books under his arm, and one day he was sent to the house of a great duke with three folio volumes of Clarendon's "History of England." The parcel was so heavy, his shoulders were so tired, that as he passed through Broad Sanctuary, opposite Westminster Abbey, he laid down the load, and sobbed at the thought that there was nothing lighter in life for him to look forward to than being a bookseller's porter. Suddenly he looked up at the great building which towered above him. He thought of the high thoughts and great men who were enshrined within it. He brushed away his tears, replaced the load on his shoulders, and walked on with a light heart, determined to bide his time. And his time came at last. He became one of the best and most learned of our Indian missionaries.

There was a little girl living with her old grandfather. She was a good child, but he was not a very good man, and one day when the little child came back from school he put in writing over her bed, "*God is nowhere*," for he did not believe in the good God, and he tried to make the little child believe the same. What did the little girl do? She had no eyes to see, no ears to hear, what her grandfather tried to teach her. She was

very small; she could only read words of one syllable at the time; she rose above the bad meaning which he tried to put into her mind; she rose as we ought all to rise, above the temptations of our time; she rose into a higher and better world; she rose because her little mind could not do otherwise, and she read the words, not "*God is nowhere*," but—"*God is now here*." That is what we all should strive to do. Out of words which have no sense, or which have bad sense, our eyes, our minds, ought to be able to read a better sense. The old grandfather was touched, and made serious, and we ought all of us to be made serious in like manner by the innocent questions and answers of our little children. *God is now here*. God is now, at this moment, watching over them and us. God is here, in this very Abbey, watching over the little children here assembled. God is here, in your homes, in your play, in your prayers, listening to you, as he is in this church, and he says to each one of us, "*Talitha cumi*,"—My little lamb, rise, mount up, be better this year than you were last year, mount up, become better and wiser; mount up, rise up, as if you are climbing a long ladder; mount up, rise up, as if you are climbing a high mountain, and then you will be able to read these words, "*God is nowhere*," in their truest sense. They mean that God is in no particular place. That is true; but it is not the whole truth,—it is only half the truth, or, rather, it is, when taken by itself, the reverse of the truth. But when we make it, "*God is now here*," it becomes a great truth, for it tells us that it is because God is in no particular place, therefore he is in all places. God is now here, for God is always everywhere,—our help in ages past, your hope in years to come.—*Good Words*.

### Calling the Ferryman.

They reached the river, the father and his little daughter, late in the evening.

The woods through which they had passed reached to the very brink; and as the night was cloudy and very dark, the woods seemed to render the gloom profoundly deep. Far away on the opposite shore was here and there a twinkling light in the small scattered houses; while farther off still were the bright lamps of the great city whither they were going. Nothing but urgency would have induced the father to be out with her thus. As they came to the ferry, they found the boat over on the other side where the ferryman lived. So the father shouted and called, but no voice answered; then he would walk to and fro, and speak to his child, and try to comfort her; then he would call and call again. At length they saw a little light move, and heard the moving of the boat. Nearer and nearer the noise came, but it was too dark to see the boat. But it came across, and the travelers entered it.

"Father!"

"Well, my child."

"It's very dark, and I can't see the shore where we are going."

"No, little one; but the ferryman knows the way, and we shall soon be home in the city, where there will be light and a good fire."

"Oh, I wish we were there, father!"

Slowly and gently the boat swung off in the stream; and though it was dark, and the river seemed to run fast, they were carried safely over, and the child soon forgot her great fear. In a short time after they landed she reached her home, where loving arms received her, where the room was warm with fire, and was flooded with light. On the bosom of love she rested, and her chills and terrors passed away.

Some months after this, the same little child had gone to another river, darker, deeper, and more fearful still. It was the River of Death. When she first came near it, the air seemed cold, and darkness covered it, and all seemed like night. The same loving father stood near her, distressed that his child must cross this

river, and he not able to go with her. For days and nights he had been, with her mother, watching over her, and leaving her bedside only long enough to take his meals, and pray for the life of his precious child.

For hours she had been slumbering very quietly, and it seemed as if her spirit was to pass away without her waking again; but just before the morning watch she suddenly woke, with the eye bright, the reason unclouded, and every faculty alive. A sweet smile was playing on her face.

"Father, I have come again to the river-side, and am again waiting for the ferryman to come and carry me over."

"Does it seem dark and cold as it did when we crossed the river?"

"Oh, no! there are no dark, gloomy trees here. The river is not black, but covered with floating silver. The boat coming towards me seems to be made of solid light; and though the ferryman looks dark, I am not afraid of him!"

"Can my child see across the river?"

"Oh, yes! but instead of the little twinkling light here and there, as before, I can see a great, beautiful city, flooded with light and glory. I see no sun and no lamp, no moon or stars; but it's full of light. Ah! I hear the music too, coming softly over the river, sweet as the angels could make!"

"Can you see any one on the other bank of the river?"

"Why, why, yes! I see One, the most beautiful form I ever saw! And what a face! what a smile! And He beckons me to come. Oh, ferryman, make haste! I know who it is! It is Jesus—my own blessed Jesus! I shall be received into His arms; I shall rest in His bosom!"

"Is my little daughter afraid?"

"Afraid, dear mother? Not a bit. I think of my Psalm, 'Though I walk through the valley of the shadow of death, I fear no evil: for Thou art with me; Thy rod and Thy staff they comfort me.'"

And thus she crossed the dark river



made like a silver stream by the presence of the blessed Redeemer. The father and mother wept, but joy and sorrow mingled in their tears. They could almost see the golden gates open to receive their loved one; and they then understood the words of the prophet,—“The child shall die an hundred years old.”

### Found Her Boy's Grave.

A member of the Sanitary Commission tells in the *Christian Woman* the following moving story of a mother's search, during the late war, for her only son, slain on the battle-field of Shiloh. He says that a lady from Philadelphia searched for days over that wide battle-field for the grave of her only child—a boy of eighteen:—

A detail of men was sent from the regiment to help search for the grave. The woman was quartered on our sanitary boat, and I went with her.

“They are all buried side by side—all we could find of our regiment,” said the sergeant who had charge of the squad of men sent out to help us search.

We scattered, keeping in sight of each other and in calling distance, and searched thoroughly, but it was not until the second day that we found the grave. It was the mother who found it. The name was written with a pencil on a bit of board at the head.

She gave a call and waved her handkerchief, and then fell on her knees with her arms over the mound of earth above her child. He was all she had on earth, for he was the only son of his mother, and she was a widow.

As we gathered about the grave, and saw her frail form convulsed by the sobs of agony she tried to conceal, the roughest and bravest of the men were affected to tears.

“He was a good soldier—a good Christian; we had few like him in the regiment,” were the kindly comments that were made by them.

As I lifted her away from the grave, her eyes, though full of tears, caught sight of a passion flower at the edge of the mound. She plucked it and took it away as a keepsake, saying, “God is good to give me this token of His own love and passion.”

The body was to be taken up and placed in the burial-case she had brought for the purpose. They did not wish her to see it. Officers came and tried to dissuade her. No, she must and would see him.

“No matter how mangled, I shall know him; and I must know that it is my son.”

And so she had her way. He was brought up, and when the blanket, which was his only coffin, was unrolled, there he lay as natural as life. She clipped a few locks from his wealth of brown hair, and, kneeling by her dead, thanked God that He had given her back the body of her son, and for the hope that animated her that they should meet again in heaven.—*Youth's Companion*.

### A Sabbath Day of Prayer.

Alice H.—was of a peculiarly retiring disposition, and the one great stumbling block in the way of her becoming a Christian seemed to be the duty of publicly confessing Christ. She would be a Christian in secret. So she prayed and read her Bible, and endeavored to do her duty in the sphere in which she was placed, but still no light or peace broke in to her soul. Her reading was formal and joyless, and she could never feel that her prayers were answered. She could not put away the words concerning those who are ashamed to confess Christ before men. “This do in remembrance of me,” also troubled her conscience. But there came a glad midsummer day, when the whole earth put on a radiance that was as new to her as it was glorious. She had been alone in her room, and the struggle in her soul

had been long and painful. But now she had resolved, with Jesus' help, to obey all his commandments and let the world know whom she sought to serve. The sweetest peace and sense of pardon flowed into her soul, and she felt that she would praise his holy name forever.

In her new found-gladness, she longed to speak of the things of heaven to another. To some, the choice she made was peculiar. Her mind turned at once to a poor crippled colored woman, who had once been in the family, but had long been laid aside from any service, but whose life was one of joy in the Lord, in spite of most crushing afflictions.

Aunt Sarah rejoiced to see her, as she always did, and listened with happiness to her Bible reading, and then followed a pleasant chat on neighborhood news, so pleasant to one shut in, as was her life. Finally, Alice told the glad secret of her heart, that she too loved Jesus. The poor saint seemed lifted up into a heaven of rapture. With the emotional nature of her race was joined a sincere devotion to the Master she had so long served, and an ardent love for the family with whom her active years had been spent.

"Miss Alice," she said, "nearly all of last Sabbath-day your old auntie spent the hours in prayer for you."

This seemed the more remarkable, as she did not know that her young friend was more than usually interested in the subject of religion. How wonderful the workings of the Spirit, and how encouraging to even the humblest to persevere in asking for God's best gift of eternal life to those most dear!—*Olive.*

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LITTLE THINGS are often nearest;  
 Little words are always sweetest;  
 Little lakes the stillest lie;  
 Little blessings farthest fly;  
 Little seeds produce our trees;  
 Little drops of rain our seas;  
 Little words of kindness often  
 Will a heart of anger soften.

### Little Tim.

Warm hearts are sometimes found under ragged jackets, as shown by the following incident:—

A kit is a box of tools of whatever outfit is needed in any particular branch of business.

It surprised the shiners and newsboys around the post-office the other day to see "Little Tim" coming among them in a quiet way and hear him say:—

"Boys, I want to sell my kit. Here's two brushes, a hull box of blacking, a good, stout box, and the outfit goes for two shillings."

"Goin' away, Tim?" inquired one.

"Not 'zactly, boys; but I want a quarter the awfullest kind just now."

"Goin' on a 'skursion?" asked another.

"Not to-day, but I must have a quarter," he answered.

One of the lads passed over the change and took the kit; and Tim walked straight to the counting-room of a daily paper, put down the money and said:—

"I guess I kin write if you give me a pencil."

With slow-moving fingers he wrote a death notice. It went into the paper almost as he wrote it, but you might not have seen it.

"He wrote:—

"Died—Litul Ted—of Scarlet fever; aged three years. Funeral tomorrow, gone up to Hevin, left wcn brother."

"Was it your brother?" asked the cashier.

Tim tried to brace up, but he couldn't. The big tears came up, his chin quivered, and he pointed to the counter and gasped:—

"I—I had to sell my kit to do it, b—but he had his arms around my neck when he d—died."

He hurried away home; but the news went to the boys, and they gathered into a group and talked. Tim had not been

home an hour before a barefooted boy left the kit on the doorstep, and in the box was a bouquet of flowers, which had been purchased in the market by pennies contributed by the crowd of ragged, but big-hearted boys. Did God ever make a heart which would not respond if the right chord were touched?

### Doing God's Errands.

Hester was a little girl who was trying to love and serve Jesus. And she showed her love for Jesus by seeking to please Him in all she did. She loved to do errands for her mother, and to have her mother say she was a faithful servant when she did them well.

One day she had been talking with her mother about God. As they got through, she looked up with a bright thought beaming in her eyes, and said,—

"Why, mother, then God is sending us on errands all the time! Oh! it is so nice to think that I am God's little errand-girl."

"Yes, dear," said her mother; "God has given us all errands to do for Him, and plenty of time to do them in, and a book full of directions to show us how to do them. Every day we can tell Him what we are trying to do, and ask Him to help us. And when He calls us home to Himself, we shall have great joy in telling Him what we have been trying to do for Him."

"I like that," said Hester. "It is very pleasant to be allowed to *do errands for God*."

"One of my errands," said her mother, "is to take care of you."

"And one of mine, dear mother, is to honor and obey you. I think God gives us very pleasant errands to do."

You know that nothing makes us more happy than to do anything for a person that we really love. This is what Jesus meant when he said, "My yoke is easy, and my burden is light." This is what

the apostle John meant when he said that "His commandments are *not grievous*." His people serve Him from love, and that makes everything they do for Him light and pleasant to them.—*Children's Friend*.

### The Child Dyke.

A great many years ago a flood swept over Holland and a large part of the water that came in then still remains. It is known as "The Maas," and in one part of it is a little island—a part of an old dyke or dam—which is called the "kinder-dyke," or child-dyke. The *Christian Weekly* tells how it got its name:—

"The waters rushed in over one of the little Friesland villages, and no one had any warning. In one of the houses there lay a child asleep in its cradle—an old-fashioned cradle, made tight and strong, of good stout wood.

"By the side of the cradle lay the old cat, baby's friend, probably purring away as comfortably as possible. In came the waters with a fearful roar. The old cat, in her fright, jumped into the cradle with the baby, who slept through all the turmoil as quietly as ever. The house was torn from its foundation and broken to pieces. But the cradle floated out on the angry sea in that dark night, bearing safely its precious burden.

"When morning came there was nothing to be seen of the village and green meadows. All was water. Hundreds of people were out in boats trying to save as many lives as possible; and on this little bit of an island what do you think they found? Why, that same old cradle, with the baby asleep in it, and the old cat curled up at her feet, all safe and sound.

"Where the little voyagers came from, and to whom they belonged, no one could tell. But, in memory of them, this little island was called 'kinder-dyke'—child-dyke—and it goes by that name to this day; and this story is told to thousands of little people all over Holland as a remarkable instance of God's providence."



“Tabb.”

A little girl, nine or ten years old, sat on the curbstone, one summer's day, in the city of Chicago. They called her “Tabb.” She was so busy with a poor little rag baby that she seemed not to mind the heat and the glare. One of the baby's arms had been torn off, and its head fell over one side, and every time it was moved the sawdust fell out from a hole in its foot. As the child sat there, trying to make the poor baby whole again with a darning-needle and some string, a boy about twelve or fourteen years of age came along, and stopped to look at her. The boy snatched the doll out of her hands, in spite of her efforts to prevent him. The eyes of the poor girl filled with tears, and her chin quivered as she said, “Is your mother dead?”

“Not as I knows on.”

“But mine is, and she made that dolly for me when her hands trembled so much, and her eyes were so full of tears, that I had to cut the clothes for her. That's why the baby looks so bad.”

“I remember now about seeing the crape on your door. I'm awful sorry I was rough. This 'ere lining in my cap will make that baby a hull dress; and if you wont say nothin' to nobody about how I acted, I'll give it to ye.”

Out came the lining with one pull. He laid it down by the doll, and then put two coat-buttons down with it. These were all he had in his pockets.—*Youth's Companion*.

A YOUNG MAN once picked up a sovereign in the road. Ever afterward, as he walked along, he kept his eyes steadily fixed on the ground, in the hope of finding another. And in the course of a long life, he did pick up at different times a good amount of gold and silver. But all these days, as he was looking for them, he saw not that heaven was bright above him, and nature was beautiful around.

He never once allowed his eyes to look up from the mud and filth in which he sought the treasure, and when he died, a rich old man, he only knew this fair earth of ours as a dirty road to pick up money from, as you walk along.

### How Is It?

ARE THERE ten thousand children,  
Filled with a zeal intense,  
Ready for Christ to offer  
Their labors, their prayers, their pence?

For the gifts and the prayers of the children,  
Gathered in one strong band,  
Could conquer the world for Jesus,  
And make it a holy land!

### American Seamen's Friend Society,

80 WALL ST., NEW YORK, N. Y., U. S. A.

R. P. BUCK, Esq., *President*.

REV. S. H. HALL, D. D., *Secretary*.

WILLIAM C. STURGES, Esq., *Treasurer*.

L. P. HUBBARD, Esq., *Financial Agent and Assistant Treasurer*.

*District Secretary:—*

REV. S. W. HANKS, Cong'l House, Boston, Mass.

The LIFE BOAT is issued monthly by the AMERICAN SEAMEN'S FRIEND SOCIETY, mainly for the advancement of its Loan Library Work, and fifty copies are sent, *gratis*, postage paid, for one year, to every Sabbath-School sending a library to sea. These libraries contain on an average thirty-six volumes, always including the HOLY BIBLE, unless it is found, upon inquiry, that the vessel upon which the library is placed, is already supplied with it. Accompanying the Bible are other carefully chosen religious books, and a choice selection of miscellaneous volumes. Each library ordinarily has two or three volumes in German, Danish, French, Spanish, or Italian;—the others are in English. The library is numbered, labelled and placed upon a sea-going vessel leaving the port of New York or Boston, as a loan to the ship's company,—every one being receipted, registered, and then assigned to the donor of the funds which pay for it,—who is thereupon notified of its shipment.—*Twenty Dollars, contributed by any individual or Sabbath-School, will send a Library to sea in the name of the donor.*

# AMERICAN SEAMEN'S FRIEND SOCIETY'S REPORT OF NEW LOAN LIBRARIES

SHIPPED IN DECEMBER, 1883, JANUARY AND FEBRUARY, 1884.

The whole number of new Loan Libraries sent to sea from the Rooms of the American Seamen's Friend Society at New York and at Boston, Mass., from 1858-9, to April 1st, 1883, was 7,764; and the reshipments of the same for the same period were 8,160; the total shipments aggregating 15,864. The number of volumes in these libraries was 419,420, and they were accessible, by original and re-shipment, to 301,425 men. Nine hundred and forty-three libraries, with 33,948 volumes were placed upon vessels in the United States Navy, and in Naval Hospitals, and were accessible to 107,995 men.—One hundred and six libraries were placed in one hundred and six Stations of the United States Life Saving Service, containing 3,816 volumes, accessible to seven hundred and forty-two Keepers and surfmen.

## DECEMBER, 1883.

During December, 1883, eighteen new loan libraries were sent to sea from our Rooms at New York and Boston. These were Nos. 8,022-8,032, inclusive, at New York;—with Nos. 7,901-7,907, inclusive, at Boston. Assignments of these libraries were made as follows:—

No. of Library.	By whom furnished.	Where placed.	Bound for.	Men in Crew.
7901..	Cong. church, Palmer, Mass.....	Ship Pannay.....	Calcutta.....	12
7902..	Cong. church, Hopkinton, Mass.....	Schr. James W. Loud...	West Indies.....	8
7903..	S. S. Cong. church, Haverhill, Mass....	Bark T. A. Goddard.....	Valparaiso, S. A....	12
7904..	Cong. ch. and S. S., Upton, Mass.....	" Leading Wind.....	Melbourne.....	16
7905..	Miss Osgood's S. S. class, Greenfield, Mass.....	" Euryta.....	West Indies.....	12
7906..	Cong. church, Sandwich, Mass.....	Schr. Louisa Bliss.....	" .....	9
7907..	Miss Ada M. D. Alexander, Northfield, Mass.....	Bark Pilgrim .....	" .....	12
8022..	S. S. Central Pres. ch., New York City, for Artie and Mabel Library.....	Ship S. P. Hitchcock....	San Francisco.....	30
8023..	J. W. Hamersley, New York City.....	Bark Kintail.....	Java.....	12
8024..	" " " " .....	Ship Jacob A. Stamler..	Havre.....	16
8025..	" " " " .....	Bark Yamoyden.....	Rio de Janeiro.....	12
8026..	O. S. Holt, Chicago, Ill.....	Ship St. Mark.....	San Francisco.....	30
8027..	J. W. Hamersley, New York City.....	Bark Geneva.....	Montevideo.....	10
8028..	S. S. Cong. church, Bristol, Conn.....	Ship Almeda.....	Portland, Oregon..	25
8029..	E. B. Monroe, Southport, Conn., in memoriam F. Marquand Monroe....	" Belle.....	Shanghae.....	26
8030..	S. S. Ref. Dutch ch., Harlem, New York City.....	Bark Cashmere.....	Sydney, N. S. W...	14
8031..	E. B. Monroe, Southport, Conn., in memoriam F. Marquand Monroe....	Ship Seminole.....	San Francisco.....	25
8032..	Infant Class South Cong. ch., New Britain, Conn.....	Bark S. Hobart.....	Madagascar.....	12

Assignment was made during the month, from libraries previously sent out, as follows:—

8010..	Eliot church, Lowell, Mass.....	Ship Paramita.....	Melbourne.....	28
8012..	S. S. Cong. church, Trumbull, Conn....	Bark Gloire.....	Antwerp.....	18

# AMERICAN SEAMEN'S FRIEND SOCIETY'S

<i>No. of Library.</i>	<i>By whom furnished.</i>	<i>Where placed.</i>	<i>Bound for.</i>	<i>Men in Crew.</i>
8013..	J. W. Hamersley, New York City.....	Bark P. J. Carlton.....	Singapore.....	14
8014..	Mrs. G. B. Grinnell, " " " ".....	" Silas Fish.....	Sydney & Brisbane	18
8015..	" " " " " ".....	" Harvard.....	Java.....	22
8017..	" " " " " ".....	" Jonathan Bourne..	Melbourne.....	20
8020..	" " " " " ".....	" Caprera.....	Adelaide.....	13
8021..	" " " " " ".....	Ship Tsernogora .....	Japan.....	20

## JANUARY, 1884.

During January, 1884, thirty-six new loan libraries were sent to sea from our Rooms at New York and Boston. These were Nos. 8,033-8057, inclusive, and No. 8,059, at New York;—with Nos. 7,908-7,914, inclusive, and Nos. 7,916, 7,918 and 7,919, at Boston. Assignments of these libraries were made as follows:—

No. of Library.	By whom furnished.	Where placed.	Bound for.	Men in Crew.
7938..	David Whitcomb, Worcester, Mass. ....	Schr. C. E. Morrison.....	Port Royal.....	8
7909..	" " " " " " .....	Bark A. M. Allen.....	West Africa.....	10
7910..	" " " " " " .....	" Carrie Hickels.....	Port Antonio.....	10
7911..	" " " " " " .....	" Flora Preston.....	Demerara.....	12
7912..	" " " " " " .....	Brig Jane Adeline.....	Barbadoes.....	10
7913..	Lieut. H. C. Keene, Chelsea, Mass.....	" Nahum Chapman..	Buenos Ayres.....	10
7914..	Cong. S. S., Seabrook, N. H.....	Pilot boat Sylph.....	Boston Harbor.....	8
7916..	Cong. church, Wilbraham, Mass.....	Bark William Bessie....	Brisbane, N. Z.....	12
7918..	Prospect St. ch., Cambridge, Mass.....	" Evenall.....	Africa.....	10
7919..	W. G. Chaffee, Winchester, Mass.....	Ship Spartan.....	Philadelphia.....	23
8033..	S. S. Ref. Dutch ch., 48th St. and 5th Ave., New York City.....	" Northern Light. ..	Hong Kong.....	26
8034..	Mrs. M. L. Smallwood, Lakewood, N. J.	" Benj. F. Packard..	San Francisco ..	30
8035..	Mission'y Soc'y, Ch. of Strangers, New York City.....	Bark Escort.....	Adelaide.....	12
8035..	"Friend," Fairfield, Conn., for Parents' Memorial Library.....	" F. W. Carlon.....	Progreso.....	12
8037..	O. A. Dorman, New Haven, Conn.....	" J. S. Stone.....	Sydney, N. S. W... 15	
8038..	Mission'y Soc'y, S. S. Pres. ch., Madison, N. J.....	" Eugenie.....	Valparaiso.....	15
8039..	Bap. ch., Groton Heights, Conn.....	" N. Thayer.....	Adelaide.....	12
8040..	Mission'y Soc'y, S. S. Pres. ch., Madison, N. J.....	" Director.....	Callao, S. A.....	14
8041..	Rev. J. S. Jones, Baltimore, Md.....	" Robert Porter.....	Buenos Ayres.....	16
8042..	"Friend," Boston, Mass.....	Ship George Stetson....	San Francisco.....	24
8043..	" " " " " " .....	" Stephen D. Horton..	Parsboro, N. S.....	26
8044..	S. S. Cong. church, Greenville, Conn...	" Susan Gilmore.....	Melbourne.....	25
8045..	O. A. Dorman, New Haven, Conn.....	" Servia.....	San Francisco.....	30
8046..	" " " " " " .....	" Anahauc.....	Melbourne.....	20
8047..	" " " " " " .....	" Frank N. Thayer..	Calcutta.....	22
8048..	" " " " " " .....	Bark Bonny Doon.....	Havana.....	15
8049..	S. S. Cong. church, Litchfield, Conn...	U. S. S. Galena.....	No. Atlantic Squadron.....	200
8050..	" " " " " " .....	" " " " " " .....	" " " " " " .....	"
8051..	Mrs. S. R. Stone, New York City.....	Bark Ingleside.....	Valparaiso, S. A... 17	
8052..	" " " " " " .....	" Mary J. Leslie.....	" " " " " " .....	16
8053..	E. A. Sawyer, Gardiner, Mass., in memorial Mrs. Minnie Pierce Sawyer...	Ship Henrietta.....	Shanghai.....	24
8054..	S. S. 2nd Cong. ch., Greenfield, Mass...	Bark Amy Turner.....	Honolulu.....	14
8055..	Mrs. A. C. McKinney, New York City..	U. S. Life Saving Station,	Holly Beach, Cape May Co., N. J....	6
8056..	Class 24 Munn Ave. S. S., East Orange, N. J.....	Bark Belle.....	Portland, Oregon..	20



# QUARTERLY LOAN LIBRARY REPORT.

<i>No. of Library.</i>	<i>By whom furnished.</i>	<i>Where placed.</i>	<i>Bound for.</i>	<i>Men in Crew.</i>
8057..	Mission'y Soc'y, Throop Ave. S. S. Pres. church, Brooklyn, N. Y.....	Ship Levi G. Burgess....	Antwerp.....	24
8059..	Nathan Stephens, Brooklyn, N. Y.....	" Santa Clara.....	San Francisco.....	25

## FEBRUARY, 1884.

During February, 1884, seventeen new loan libraries were sent to sea from our Rooms at New York and Boston. These were Nos. 8,058, 8,060-8,069, inclusive, and No. 8,071, at New York;—and Nos. 7,920-7,924, inclusive, at Boston. Assignments of these libraries were made as follows:—

<i>No of Library.</i>	<i>By whom furnished.</i>	<i>Where placed.</i>	<i>Bound for.</i>	<i>Men in Crew.</i>
7920..	Mrs. M. B. Green, Dighton, Mass.....	Bark Amy Turner.....	Honolulu.....	12
7921..	Nathan Walker, Dighton, Mass.....	" Florence.....	Cape Town.....	10
7922..	C. O. Woodbury, Beverly, Mass.....	" S. B. Allen.....	West Africa.....	12
7923..	Cong. S. S., Middleton, Mass.....	" F. Genovar.....	Brazil.....	10
7924..	Evang'l Free ch. S. S., Globe Village, Mass.....	Ship Samuel Scofield....	Melbourne.....	24
8058..	Mrs. Anna H. Bolton, Hartford, Conn..	" Big Bonanza.....	Calcutta.....	25
8060..	S. T. Gordon, New York City.....	Bark Scammell Bros....	".....	20
8061..	Mrs. R. A. Roberts, Yonkers, N. Y.....	" Amanda.....	Marseilles.....	20
8062..	S. S. Cong. ch., Naugatuc, Conn.....	Ship J. F. Chapman.....	San Francisco.....	24
8063..	Rev. Isaac Clark's S. S. class, Edwards Cong. ch., Northampton, Mass.....	" Jabez Howes.....	".....	25
8064..	W. W. Goodrich, Brooklyn, N. Y.....	Bark Addie Morrill.....	Buenos Ayres.....	13
8065..	O. S. Fleet, New York City.....	" Xenia.....	Hong Kong.....	18
8066..	S. S. 1st Pres ch., Troy, N. Y.....	Ship Daniel Barnes.....	San Francisco.....	21
8067..	S. S. Puritan Cong. ch., Brooklyn, N. Y	Bark Nova Scotia.....	Amsterdam.....	22
8068..	Helen L. McWilliams, Brooklyn, N. Y., for lib'y in memoriam Norman McWilliams.....	Ship Ruby.....	Antwerp.....	22
8069..	S. S. Pres. ch., Dobb's Ferry, N. Y.....	" Vigilant.....	Japan.....	25
8071..	Joseph Perkins, Cleveland, O.....	Sample Lib'y for Lake Service.....		

Assignment was made during the month, from new libraries previously sent out, as follows:—

7779..	Fisher Howe Booth, Englewood, N. J..	U. S. schr. Palin rus....	Stonington, Conn..	15
7789..	Mrs. James O. Morse, " " " " " "	U. S. Rev. cutter McLane	Galveston, Texas..	33
8009..	Clinton E., Ernest M., Milford E. and Edward N. Bliss, Attleboro, Mass.....	Cranberry Isles U. S. Life Saving Station, District No. 1.....		6

During February, 1884, twenty-three loan libraries, previously sent out, were re-shipped from our Rooms at New York and Boston, as follows:—

No. 4,367;	No. 5,125;	No. 5,434;	No. 6,264;	No. 6,941;	No. 7,118;	No. 7,307;	No. 7,429;
" 4,727;	" 5,192;	" 6,067;	" 6,472;	" 7,052;	" 7,136;	" 7,346;	" 7,569.
" 4,997;	" 5,396;	" 6,100;	" 6,506;	" 7,077;	" 7,191;	" 7,418;	

## SUMMARY.

<i>New Libraries Issued in Dec., 1883—18</i>			<i>Libraries Reshipped in Dec., 1883—32</i>		
“	“	<i>Jan., 1884—36</i>	“	“	<i>Jan., 1884—36</i>
“	“	<i>Feb., “ —17</i>	“	“	<i>Feb., “ —23</i>
<hr/>			<hr/>		
71			91		

# THE AMERICAN SEAMEN'S FRIEND SOCIETY'S

## LOAN LIBRARIES

For seamen, contain, on an average, thirty-six volumes, always including the HOLY BIBLE,—unless it is found, upon inquiry, that the vessel upon which the library is placed, is already supplied with it. Accompanying the Bible are other carefully chosen religious books, and a choice selection of miscellaneous volumes. Each library ordinarily has two or three volumes in German, Danish, French, Spanish, or Italian;—the others are in English. The library is numbered, labeled and placed upon a sea-going vessel leaving the port of New York or Boston, as a loan to the ship's company,—every one being receipted, registered, and then assigned to the donor of the funds which pay for it,—who is thereupon notified of its shipment. For every contribution of TWENTY DOLLARS for that purpose, a library is sent out in the name of the donor.

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For this part of its work, the Society receives funds,—very largely from Sabbath-Schools, but increasingly, of late years, from individuals, many libraries being sent out as Memorials. Certain schools have sent out forty, twenty, or less libraries, and are adding, yearly, to these investments. The Society sends fifty copies of the LIFE-BOAT, a four page paper, monthly, for one year, postage paid, to every Sabbath-School contributing a library, with all intelligence received of the whereabouts and work of each. It also mails, quarterly, a statement in regard to every new library sent out during the previous three months, to the address of each donor of the same. In addition, as far as possible, by means of the LIFE BOAT, the SAILORS' MAGAZINE, and by correspondence,—in response to request for it,—the donor of each library is kept informed of its reshipments and effectiveness.

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The ends aimed at for twenty-six years past, in making up these libraries, may be named, in the reverse order of their importance,—as (1) recreation and amusement, (2) the civilization, softening and humanizing of seamen, (3) the imparting to them of solid information, (4) their religious instruction and impression.

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### THEIR RESULTS.

*These Loan Libraries have led hundreds of seamen to the Savior of sinners. Individual sailors, entire crews, and very many officers have been made Christians by this agency.—The faith of Christian seamen is fed and quickened by these books.—Their use by individuals, and in meetings for religious service at sea, has been instrumental in promoting the observance of the Sabbath.—They inform and elevate the sailor, mentally.—Relieving the tedium of sea-life, they take the place of indifferent and vile publications.—They change sailors' habits, discouraging profanity and obscenity, and inducing temperance and chastity.—As an issue of these results, a ship's discipline is improved by a library,—safety of life and property is increased, and voyages become, in every way, more certain and profitable.*

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### HOW TO SEND THEM OUT.

To send out a Library, enclose twenty dollars, in check, post office money-order, or in other safe way, to order of Treasurer American Seamen's Friend Society, 80 Wall Street, New York, N. Y. Give the name and post office address of the contributor, and an assignment of a new library, with the name of the vessel upon which it is placed, destination, &c., will be made, and notice thereof sent to the donor.



# AMERICAN SEAMEN'S FRIEND SOCIETY,

80 Wall Street, New York, N. Y., U. S. A.

ORGANIZED, MAY, 1828. INCORPORATED, APRIL, 1833.

The payment of Five Dollars makes an ANNUAL MEMBER of the Society, and of Thirty Dollars at one time, a LIFE MEMBER. The payment of One Hundred Dollars, or of a sum which in addition to a previous payment makes One Hundred Dollars, makes a LIFE DIRECTOR.

Provided a request is sent, annually, for the SAILORS' MAGAZINE, it will be forwarded gratuitously to Life Directors, Life Members and pastors of churches in which a yearly collection is taken for the Society.

It will also, upon application, be sent for one year to any one contributing at least Twenty Dollars for the general objects of the Society, or to endow a Loan Library.

It is necessary that all receivers of the MAGAZINE, gratuitously, should give annual notices of their desire for its continuance.

## Form of a Bequest.

"I give and bequeath to THE AMERICAN SEAMEN'S FRIEND SOCIETY, incorporated by the Legislature of New York, in the year 1833, the sum of \$—, to be applied to the charitable uses and purposes of the said Society."

Three witnesses should certify at the end of the will, over their signatures, to the following formalities, which, in the execution of the will should be strictly observed:

1st. That the testator subscribed (or acknowledged the subscription of) the will in their presence.—2nd. That he at the same time declared to them that it was his last will and testament.—3rd. That they, the witnesses, then and there, in his presence, and at his request, and in presence of each other, signed their names thereto as witnesses.

## Sailors' Homes and Private Boarding Houses.

Location.	Established by	Keepers.
NEW YORK, 190 Cherry Street.....	Amer. Sea. Friend Society.	Fred'k Alexander.
PHILADELPHIA, Pa., 422 South Front St.	Penn. " " " "	Capt. Geo. Westerdike.
WILMINGTON, N. C., Front & Dock Sts.	Wilm. " " " "	Capt. J. F. Gilbert.
CHARLESTON, S. C. ....	Charleston Port Society....	Capt. Peter Smith.
MOBILE, Ala. ....	Ladies' Sea. Frnd Society.	Geo. Ernst Findeisen.
SAN FRANCISCO, Cal. ....	" " " "	David Swannack.
HONOLULU, S. I. ....	Honolulu " " "	E. Dunscombe.
NEW YORK, 338 Pearl Street.....	Epis. Miss. Soc. for Seamen	Edward Rode.
4 Catharine Lane. (Colored) ....	do. ....	G. F. Thompson.
BOSTON, N. Square, Mariners' House.	Boston Seamen's Aid Soc'y	
PORTSMOUTH, N. H., No. 8 State St.	Seamen's Aid Society.....	Mrs. Wingate and Son.
NEW BEDFORD, 14 Bethel Court ....	Ladies' Br. N. B. P. S.....	Mr. & Mrs. H. G. O. Nye.
BALTIMORE, 23 South Ann Street....	" " " "	Miss Ellen Brown.
PORTLAND, Oregon.....	Portland Sea. Frnd Soc'y.	

## Mariners' Churches.

Location.	Sustained by	Ministers.
NEW YORK, Catharine, cor. Madison.	New York Port Society....	Rev. E. D. Murphy.
Foot of Pike Street, E. R. ....	Episcopal Miss. Society....	" Robert J. Walker.
No. 365 West Street, N. R. ....	" " " "	" T. A. Hyland.
Open Air Service, Coenties Slip..	" " " "	" Isaac Maguire.
Oliver, cor. Henry Street .....	Baptist.....	" J. L. Hodge, D. D.
Cor. Henry and Market Streets...	Sea & Land, Presbyterian..	" E. Hopper, D. D.
BROOKLYN, N. Y., U. S. Navy Yard..	Am. Sea. Friend Society...	" E. N. Crane.
Van Brunt, near President St....	" " " "	" E. O. Bates.
BOSTON, North Square.....	Boston Port Society.....	(Supplied.)
Cor. Hanover and Fleet Streets..	Baptist Bethel Society.....	" H. A. Cooke.
Parmenter Street.....	Episcopal.....	" J. P. Pierce.
Salem St. (No. 171) Bethel.....	Boston Sea. Friend Soc'y..	" S. S. Nickerson.
East Boston Bethel.....	Methodist.....	" L. B. Bates.
PORTLAND, Me., Fort St., n. Custom H.	Portland Sea. Frnd Soc'y..	" F. Southworth.
PROVIDENCE, R. I., 53 Wickenden St.	Prov. Sea. Friend Society....	" J. W. Thomas.
NEW BEDFORD.....	New Bedford Port Society.	" J. D. Butler.
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# AMERICAN SEAMEN'S FRIEND SOCIETY, 80 Wall Street, New York, N. Y., U. S. A.

ORGANIZED, MAY, 1828—INCORPORATED, APRIL, 1838.

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## OBJECTS AND METHODS OF THE SOCIETY.

- 1.—To improve the condition of seamen in every possible respect, and to save their souls.
- 2.—To sanctify commerce, and make it everywhere serve as the handmaid of Christianity.

1.—The preaching of the Gospel by missionaries and chaplains, and the maintenance of Bethel Churches in the principal ports of this and foreign countries. In addition to its chaplaincies in the United States, the Society has stations in JAPAN, the HAWAIIAN ISLANDS, CHILI, S. A., the MADEIRA ISLES, GERMANY, FRANCE, ITALY, BELGIUM, DENMARK, NORWAY, SWEDEN, and upon the LABRADOR COAST, N. A.,—and will establish others, as its funds shall allow. Besides preaching the Gospel to seamen on ship-board and on shore, and to boatmen upon our inland waters, chaplains visit the sick and dying, and endeavor to supply the place of parents and friends.

2.—The monthly publication of the SAILORS' MAGAZINE and SEAMEN'S FRIEND, designed to collect and communicate information, and to enlist the sympathy and co-operation of Christians of every name, in securing the objects of the Society. The last of these publications is gratuitously furnished to chaplains and missionaries for distribution among seamen and others.—The Society also publishes the LIFE BOAT, for the use of Sabbath-Schools.

3.—The provision of LOAN LIBRARIES, composed of carefully selected, instructive, and entertaining books, put up in cases containing between thirty-five and forty volumes each, for the use of ships' officers and crews. The donor of each library is informed when and where it goes, and to whom it is entrusted; and whatever of interest is heard from it, is communicated, as far as possible. The whole number of new libraries sent out by the Society, up to April 1st, 1883, is 7,764. Calculating 8,100 reshipments, their 419,420 volumes have been accessible to more than 201,425 men. Hundreds of hopeful conversions at sea have been reported as traceable to this instrumentality. A large proportion of these libraries have been provided by special contributions from Sabbath-Schools, and are frequently heard from as doing good service. Thousands of American vessels remain to be supplied.

4.—The establishment of SAILORS' HOMES, READING ROOMS, SAVINGS' BANKS, the distribution of BIBLES, TRACTS, &c. The SAILORS' HOME, 190 Cherry Street, New York, is the property and under the direction of the Society. It was opened in 1842, reconstructed, refurnished, and reopened in 1880, and is now unsurpassed by any SAILORS' HOME in the world. It has accommodated 100,000 boarders, and has saved to seamen and their relatives, more than \$1,500,000. Its moral and religious influence cannot be fully estimated, but very many seamen, have there been led to Christ. Shipwrecked sailors are constantly provided for at the HOME. A missionary of the Society is in attendance, and religious and Temperance meetings are held daily.